

# The Hongkong Telegraph

(ESTABLISHED 1881)

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WEATHER FORECAST

SHOWERY

Barometer 29.85

May 30, 1914. Temperature 6 a.m. 78, 2 p.m. 83  
Humidity 91 79

May 30, 1913. Temperature 6 a.m. 77, 2 p.m. 86  
Humidity 89 67

2810 歲大初月五年寅甲

SATURDAY, MAY 30, 1914

大 號 號 叁月伍英

SINGLE COPY 10 CENTS  
\$36 PER ANNUM.

## AWFUL DISASTER AT SEA.

"EMPRESS" LINER COLLIDES WITH COLLIER AND SINKS IN TEN MINUTES.

FEARED HUGE LOSS OF LIFE.

[Reuter's Service To The "Telegraph,"]

London, Received May 29, 6.45 p.m.

Reuter's correspondent at Ottawa says a wireless message received at Quebec states that the Canadian Pacific liner Empress of Ireland sank after collision with an iceberg.

Received 8.18 p.m.

From a wireless message received at Father Point at 3 o'clock this (Friday) morning, it appears that the Empress of Ireland collided with a collier. There is no sign of the latter vessel up to the present. The Empress of Ireland continued sending wireless messages, and then suddenly became silent.

A further wireless from Father Point at 3.40 a.m. says that lifeboats have been seen in the distance near the Government steamers Eureka and Lady Evelyn.

600 Lives Probably Lost.

Received 9.3 p.m.

Reuter's correspondent at Quebec says 350 persons have been landed at Rimouski. Probably 800 persons perished. The collision occurred in a dense fog. The Empress of Ireland sank in ten minutes.

How the News Came.

Received 9.8 p.m.

Reuter's correspondent at Quebec says the Marconi Station at Father Point announces that the Empress of Ireland collided with another ship 30 miles east of Father Point, and that she was sinking.

A signal from the Empress of Ireland announced the disaster, and a Government steamer responded.

The wireless communication is broken, and this would seem to indicate that the Empress of Ireland has gone to the bottom.

She carried twelve hundred souls. She sailed for Liverpool on Wednesday.

Distinguished Passengers.

Received 10.30 p.m.

Reuter's correspondent at Quebec says there were 77 first-class passengers on the Empress of Ireland, included among them being Sir Henry Seton-Karr and Mr. and Mrs. Laurence Irving.

Received 11.1 p.m.

Commissioner and Mrs. Rees, commanding the Salvation Army in Canada, and 81 members of the Salvation Army were also aboard.

The collier, with which the Empress boat collided, was also sunk.

Conflicting Reports.

London, Received May 30, 1.22 a.m.

Reuter's correspondent at New York states that the death-roll in the disaster to the Empress of Ireland totals one thousand.

Received 4.55 a.m.

The Canadian Pacific Railway Company has received roundabout reports that all the passengers are saved.

The Main Facts.

Received 6 a.m.

From a mass of confusing and contradictory reports the main facts of the disaster are believed to be as follows:—The collier Storstad, of 3,501 tons, rammed the Empress of Ireland, which was stationary, in a fog, striking her amidships. The Empress boat sank in a few minutes in nineteen fathoms of water.

The Storstad, though crippled, stood by and picked up 380 people alive, while the Eureka and the Lady Evelyn rushed up and succeeded in rescuing 395 more, these being landed at Rimouski.

The Passenger List.

The official passenger list of the Empress of Ireland shows that there were 78 first-class passengers aboard, 210 second-class, 480 third-class and 413 crew. The figures, however, are uncertain.

Captain Rescued.

Captain Kendall, of the Empress of Ireland, was found floating on some wreckage half an hour after the disaster.

Received 6.22 a.m.

Twenty-two of those taken to Rimouski died from injuries received.

Only Four Hundred Saved.

Received 7.15 a.m.

It is officially announced that according to available information only 400 lives have been saved.

Over 1,000 Lives Lost.

Received 10.18 a.m.

Reuter's correspondent at Montreal states the Mr. G. W. Henderson, a prominent business man, who is among the survivors of the Empress of Ireland, has telegraphed that the death-roll totals 1,080.

[The Empress of Ireland was a big graceful ship well proportioned, built to meet every possible requirement of the service and also remarkably steady in rough weather. She was of the following dimensions:—Length, 570 feet; breadth, 65 feet, 6 inches. She accommodated comfortably 350 first cabin, 350 second cabin and 1,000 third class passengers. She was of 14,500 tons register, and 18,000 indicated horse power. She had a very easily established her right to the title "Express Steamship." The cabins throughout were roomy and luxuriously furnished. On the upper and lower promenade decks were a number of special rooms, single and en suite, with or without private baths. The spacious dining saloon accommodated the entire complement of passengers, and an attractive feature was the arrangement of small round tables always usually assigned to families or parties travelling together.

A considerable number of passengers left Hongkong by the Empress of Japan on April 30, this being the boat advertised to connect up with the ill-fated Empress of India. The through passengers to England included the following:—Major F. B. Kelly, Mr. J. M. Tait, Mr. J. Body, Dr. F. B. Barbet, Major F. C. S. S. Palmer, Col. and Mrs. Rodney Wild, Mr. and Mrs. S. B. Long, Mr. Arthur Baker, Miss Barker, Mr. W. R. A. White, Mr. and Mrs. Gunnell, and Mr. Douglas H. Evans. While these passengers would have been in time to connect up with the Empress of Ireland, it does not follow that they did so, and the local office of the Company doubts if any of them did. A cables has been to-day despatched by Mr. O'adcock to the office in Montreal enquiring if there were any Far Eastern passengers on the ill-fated ship.

## TELEGRAMS.

### AWFUL DISASTER AT SEA.

RECORD OF RECENT  
AWFUL DISASTERS.

[Reuter's Service To The "Telegraph,"]

London, Received May 30.

Lives lost.

1904

June 15, General Slocum, Long Island Sound, New York, 1,000

1906

January 21, Brazilian battleship Aquidaban, near Rio de Janeiro, 312

August 4, Italian emigrant ship Sirio, Cape Palos, 350

September 25, Boat carrying Hindoo, sunk in the Indus, 200

October 21, Variag, Vladivostok, 140

1907

February 21, Larchmont, Rhode Island, 131

July 20, Columbia, and San Pedro, California, 100

November, Kaptan, North Sea, 110

1908

March 23, Mutsu Maru, Hakodate, 300

April 30, Japanese cruiser, Matsushima, off the Pescadores, 200

June 16, 50 fishing boats, off Kagoshima, Japan, 350

September 30, Ferry steamer Stambul, Smyrna, 140

1910

February 9, General Chanzy, Minorca, 200

May 28, French submarine Pluvios, 26

August 23, Tetsu Maru, Korea, 200

1911

March, Yongala, Barrier Reef, 138

September 25, Liberté, blown up, 226

1912

January, Russ, Black-Sea, 172

March 21, Koombana, 130

April 15, Titanic, 1,513

December 10, Centurion and Derna, 38

1913

October, The Volturo, 136

1914

April 3, Newfoundland Sealing Disaster, 140

## HOME MARKETS.

The following reports on Home markets are from the Times of May 5:—

Copper.

London, May 4.—In view of the disappointing American trade in ports and a general disinclination to embark upon new business, the market during early hours presented a very neglected appearance. Business opened with values practically unchanged at £83 15s. for near dates, and three months sold at £83 17s. 6d. With no pressure to sell first change closed steady but dull with a fractional loss. Second change ruled easier on a few liquidations and the close was lifeless at 6s. 3d. to 7s. 8d. declining with cash at £83 8s. 9d. and three months at £83 12s. 6d. Total sales 700 tons; Settlement price, £83 15s. Tough and best, £88. Electrolytic, 206.

Cotton.

Liverpool, May 4.—The demand for spot cotton was quite brisk; consumers again coming into the market to cover their requirements. Outside growths were particularly in good request as a result of the indifferent selection of American cotton. Importing houses were also buying on a fairly large scale owing to their inability to fill contracts in the South. A good inquiry was reported for American, and quotations were raised 2 points. Middling, 7.27. Brazilian were also quoted 2 points higher, and Egyptian were firmly held, but Surats remained dull, with quotations reduced 1/16 to 1/8. The market for American futures has been a little more active, the demand being stimulated somewhat by the backwardness of planting in some sections of the belt. There was also fair support from the trade. Prices started 1 to 1 1/2 points lower, but with buying on New Orleans and Continental account the list gradually hardened, and at midday values were 2 to 2 1/2 points above the previous close. Early in the afternoon a renewal of local liquidation on a small scale caused a slight setback, but prices went up again on the receipt of American buying orders and encouraging cables from New York. Reports of heavy rains in the Central States and some parts of Texas caused bearishness, and with fair trade support the session ended very steady at an advance of 3 to 4 points. Egyptian futures gradually hardened on fair Continental buying and a scarcity of sellers, final prices showing a rise of 4 to 8 points. May, 9.02; June, 9.08; July, 9.14; August, 9.19; September, 9.25; October, 9.30; November, 9.34; December, 9.38; January, 9.41; and March, 9.46. Tenders, 100 bales of American and 250 Egyptian on new dockets.

The sales were estimated at 12,000 bales, including 1,000 on speculation and for export.

## TELEGRAMS.

### THE OAKS.

PRINCESS DORRIE WINS.

[Reuter's Service To The "Telegraph,"]

London, Received May 30.

The race for the Oaks Stakes resulted as follows:—Princess Dorrie (W. Huxley) 1, Wassilissa (E. Huxley) 2, Torchlight (Sten) 3.

There were 21 starters. Won by two lengths, four lengths separating second and third.

In the early stages of the race the order of running was:—Torchlight, Lancaster Lady (Donoghue up), Dolabella (Clark up). Late Dolabella took up the running from Lancaster Lady and Torchlight, with Princess Dorrie practically last rounding Tattenham corner, Dolabella and Daly Girl (Spear up) were close together. Then came Torchlight, Wassilissa and Princess Dorrie, who came through at a great pace and won comfortably. The time was:—2 min. 38 1/5 seconds.

In addition to the starters already given, White Lie (Earl) also ran, Militant and Casotiel did not start.

The betting was 11 to 4 against Princess Dorrie; 100 to 6 against Wassilissa; and 10 to 1 against Torchlight.

The placed betting was evens Princess Dorrie, the others propositionate.

[The winner is a brown filly owned by Mr. J. B. Joel, being by Your Majesty—Doris. She was out eight times last year, and secured six seconds and a third, while once she came in fifth. Wassilissa belongs to Lord Carnarvon, and is a bay filly by Eagerout of Missavaja. Out of five appearances she won the Thesle Two Year Old Maiden Plate at Newbury in November last, and also secured one second and one third.

Torchlight, a bay filly owned by Sir John Thursby, was out four times last year, winning the Leicestershire Foal Stakes in October and the Free Handicap at Newmarket in the same month. The other occasions she was fourth and unlplaced respectively. She is by John O'Gaunt out of Lesbia.]

## TELEGRAMS.

### HOME CRICKET.

THE LATEST RESULTS.

[Reuter's Service To The "Telegraph,"]

London, Received May 30.

Yorkshire beat Cambridge University at Cambridge by an innings and six runs.

Hampshire beat Derbyshire at Southampton by eight wickets.

Middlesex beat Worcestershire at Lord's by an innings and 50 runs.

## TELEGRAMS.

### THE MAUSER RIFLE.

ITS INVENTOR DEAD.

London, Received May 30.

Reuter's correspondent at Berlin reports the death of Herr Mauser, the inventor of the Mauser rifle.

Manchester, May 4.—The market is quiet. The reduction in demand for light staples for the East has not been followed by a revival in other directions. China and South America still show no disposition to move, and other overseas outlets are not encouraging. Only small lots of yarn and cloth are being put down, buyers displaying little confidence. Yarn is steady at Friday's level. Indian staples, including shirtings, are firm at the highest level: touched last week. Other cloths are displaying less definite strength than a fortnight ago and offers are often below makers' terms.

Freight Markets.—Apart from a better feeling in the Black Sea district, there was no material change in freight markets yesterday, the inquiry all round being limited on about the basis of recent rates. America again ruled quiet, although several orders were closed for sugar from Cuba on the basis of 11s. 6d. London or Amsterdam, 10s. 6d. for May loading, and 13s. 6d. for July. For deals from the Bay of Fundy 35s. was repeated, and a small carrier was taken for timber from the Gulf to Cork and Southampton at 85s.

There was still no attempt to do business in the River Plate as, although the weather was brighter during the past few days, latest cable advices report a return of rain, and consequently rates were still more or less nominal around about 12s. 6d. for May-June loading up river. There was, on the other hand, some expansion of inquiry from the Black Sea, and the tendency was, if anything, towards slightly higher rates; 7s. to 7s. 1/2d. being indicated for berth tonnage from the Azoff, while owners were rather more reserved for prompt loading in South Russia and Salina.

India and the East, however, remained very quiet, with few orders available, although for prompt loading at Karachi 10s. was secured for discharge at Antwerp. Australia was inanimate, and there was hardly an inquiry from the North Pacific or the Nitrate ports.

Outward coal rates were no more than maintained in view of the fallacy of colliery, loading turns, and only a small business was possible from South Wales.

## COMPANY REPORTS.

The report of the Linggi Plantations for the year 1913 states that the rubber harvested is 1,281,116 lb. The total "all in" cost was 1s. 2 1/2d., and the profit per lb. is 2 1/2d. The estimated output for 1914 is 1,385,000 lb., of which 254,240 lb. have been sold forward at an average of 2s. 5 1/4d. per lb. The profit amounted to £83,740.

## TELEGRAMS.

### OUR NAVY.

A COLONIAL IDEA.

[Reuter's Service To The "Telegraph,"]

London, Received May 29.

The Times correspondent at Wellington (N.Z.) states that the Premier says that the Anglo-Japanese Alliance is insufficient protection for New Zealand, and he suggests that Canada, Australia, South Africa, New Zealand, and Great Britain should unite to put a great fighting Navy on the Pacific.

making, with £3,034 brought forward £89,630. The directors recommend a final dividend of 25 per cent, making a total distribution for the year of 70 per cent. The balance carried forward is £17,480. For the year 1912 the dividend was 143 1/2 per cent.

The total receipts of the Great Northern Telegraph Company for 1913, including the balance brought forward, amounted to £708,369 and the net profit was £478,895. The board propose to make up the total distribution for the year to 20 per cent, being the same as for 1912, leaving a balance to be carried forward of £100,728. The results of the past year were not so good as those of the previous one. The receipts decreased by £13,280 and the expenses increased by £31,400. The result is a decrease of the net revenue of about £48,000, without taking into consideration the amount brought forward.

Pacific Steam Navigation Co.—Final dividend on account of the year 1913 of 17s. 6d. per share, making 40s. per share, or 6 per cent for the whole year. For the preceding year the dividend was the same.

The directors of the Royal Mail Steam Packet Company in their annual report to December 31 last, state that notwithstanding a increasing competition of foreign lines, the company's position has been well maintained. The fleet of "A" steamers in the South American mail service will shortly be strengthened by the new triple screw vessel Alcantara, which will sail from Southampton on June 10 for Brazil and the River Plate, and another steamer of the same type is under construction. Two new Transatlantic steamers for the West India mail service are being built by Messrs Workman, Clark and Co., and are expected to take places in the line in October and December next respectively. From the experience the directors have had of the Canadian West Indian trade up to the present time, they have reason to believe that the new line will prove to be a useful addition to the company's operations. The service has been well received by the public, and as the advantages which it offers to tourists become better known in Canada, it should prove of great value to the Dominion and to the West Indian colonies by promoting further intercourse between those countries. After making full provision for depreciation and transferring £100,000 to the reserve fund, £37,113 to the insurance fund, and £5,000 to the pension fund, the directors propose to pay a dividend of 34 per cent, less tax, on the Ordinary stock, making 6 per cent for the year.

## TELEGRAMS.

### NEWS FOR BUSY MEN.

CONDENSED.

Princess Dorrie won the Oaks Stakes.

Latest Home cricket results are given to-day.

Herr Mauser, inventor of the Mauser rifle, is dead.

After colliding with a collier the s.s. Empress of Ireland sank in ten minutes; it is feared over 1,000 lives are lost.

The Premier of New Zealand says the Anglo-Japanese Alliance is insufficient for the protection of New Zealand, and urges a great fighting Navy in the Pacific.

## NEWS.

"1889" will be found on page 4 of this issue.

The Telegraph Acrostic appears on another page.

Messrs. Wright and Hornby's share report appears on page 9.

"Our Contemporaries" appears on page 2, and log book on page 6.

Another man has been arrested in connection with the Tai On piracy.

Yesterday's racing in the dragon boat festival is described to-day.

## DON'T FORGET.

### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.  
Hippodrome Circus—Causeway Bay—9.15 p.m.

### TO-MORROW.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.  
Hippodrome Circus—Causeway Bay—9.15 p.m.

### Thursday June 2.

Crown Land Sale—P.W.D.—3 p.m.  
Auction Sale of shoes etc.—G. P. Lammer's Sales Rooms—11 a.m.

### Wednesday June 3.

The Hongkong Ice Co. Ltd. Extraordinary General Meeting—noon.  
King's Birthday Parade.

### Thursday June 4.

Hongkong Fire Insurance Co. Ltd. Extraordinary General Meeting.  
Canton Insurance Office Extraordinary General Meeting—11.15 a.m.

Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

### Friday, June 5.

Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

### Saturday June 6.

Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.



## Notices

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Developing, Printing & Enlarging

Hongkong, 19th July, 1913.

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OUR  
CONTEMPORARIES.

South China Morning Post.

The Hunt for Oil Fields.  
The keenness with which important interests are taking up the hunt for oil fields is due in a large measure to the increasing use of oil by the naval and mercantile fleets of the world. In this connection the British Empire has probably a bigger stake at issue than any other and the straits to which it is driven in order to find supplies of liquid fuel for the navy alone are exemplified by the recent decision announced in the House of Commons to take up £2,200,000 worth of shares in the Anglo-Persian Oil Company. The acquisition of this huge interest in Persia is, however, a very doubtful expedient in view of the facts. The territory in which the wells are situated is not British; the region is far from safe, the producing capacity of the wells has yet to be developed and proved; adequate defence of the property is scarcely possible without the consent of Persia and other nations interested; and powerful rivals are located not far distant from the oil bearing region.

Daily Press.

Japan and Korea.

On the other hand, the amount of money devoted by Japan to the various governmental undertakings in Chosen since the annexation is referred to as "by no means insignificant," but the Governor-General adds: "If judged only by the results so far obtained, it will be seen that the reward reaped for developing Chosen is considerable; but the future reward will be no less remarkable, as the present is still the stage of the establishment of new works and the investment of capital." The "permanent and unchangeable" policy of the Government, Count Terauchi says, is "to maintain peace and order in the Peninsula, to win the confidence of the people, to develop various productive industries and to open up the natural wealth of the country, to advance the civilization of the people by spreading and promoting education, and generally to increase the prosperity and happiness of the people." No one can read the Governor-General's review of three years' work in the Peninsula—and more especially the more detailed reports, published annually without being deeply impressed with the thoroughness, efficiency, and success which have marked the great task upon which Japan is engaged in Korea, and without feeling that the congratulations of the world are well deserved.

China Mail.

Government Ownership of Railways.

It must not be supposed that the German system, though financially successful, gives universal satisfaction to either freighters or passengers. There are complaints, but the Government can afford to exhibit an indifference that English ministers may envy, but cannot imitate. On one occasion, when a more efficient service was urgently demanded, the responsible Minister replied in these terms:—"This one will have cheaper fares; another will have better carriages and more room; a third will have new lines, even though they should be unremunerative. This one, again, wants improvement of the road, another lower rates. In all this lies a danger to the State—at least there would be, if the Government were not strong enough to oppose the desires of those interested. I assume that the Prussians will always have a strong administration. Such language contrasts vividly with the apologetic tone an English Minister would adopt if confronted with a similar position. Again, the efficiency, the obedience, the discipline of the staff, is little comprehended in this country. No combination of operatives is permitted, lest it foster unhealthy discontent with existing conditions; no strikes are allowed to dislocate the traffic or occasion delays.

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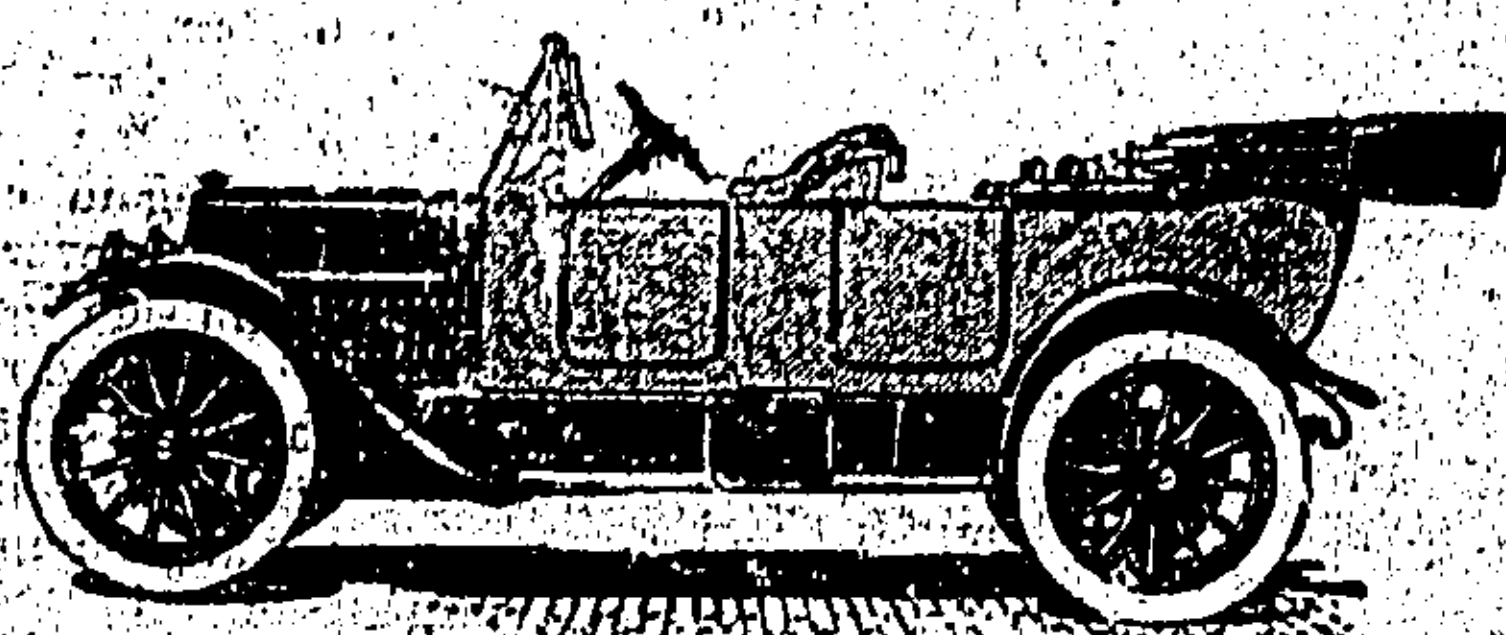
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## GENERAL NEWS.

**White Men and Black Women.**  
A notable speech was recently delivered in South Africa by the Bishop of Pretoria, to which the *Suffragette* calls attention:—  
There is a need to establish in South Africa a greater sense of civility towards women," he said. "We want to create public opinion, too, on the subject of the relationship of white men to black women. In the Transvaal, and, unfortunately, in other parts of South Africa, there is really a greater white peril today than there is a black. When I come across cases where white men have taken black women to be their mistresses, and when I see the black blood of their male relatives boiling, I wonder whether the brother or father of such a woman may not be working in Johannesburg in close proximity to white women, with revenge in his heart."

**The Kaiser's Sausages.**  
Here is the tale of the sausages as told by the *Times* Berlin correspondent:—  
A fine of five marks (5s.) has been imposed by a Prussian Court upon a butcher who was convicted of employing his assistant on Sunday against the rules of the *Gewerbeordnung*. The butcher received early one Sunday morning an order from the cook in the Neues Palais for a large supply of sausages, which were to be dispatched at once to Potsdam. His assistant was bicycling to the station with the sausages when he was arrested by a policeman.

The butcher pleaded that the order was one "which it was necessary in the public interest to carry out at once, and thereby came within the class of exceptional cases for which the *Gewerbeordnung* makes provision." The Court, however, decided that the fact that the Emperor had given the order did not affect the obligation to comply with the law. It added that in private law the Emperor had no special position, and it was the business of the Imperial cook to give his Sunday orders in good time.

**Subsidence at Northwich.**  
Further subsidences occurred at Northwich, near Northwich, the other day. Although the cavities are a hundred yards from the roadway, the intervening land is honeycombed, and in the road itself, which is a main thoroughfare, fissures, some a foot wide and 10 ft. deep, were caused.

**Mad Bull's Career.**  
A bull which was being driven to a slaughter-house at Tiverton, Devon, recently, went mad and rushed back into Fore-street. After knocking down a drover named Charles Phillips, the animal attacked an old man named Harry Dwyer and tossed him into the air. The bull then dashed into Beck-square and made two wild rushes at a man named Govier, who escaped by flinging an iron gate on to its horns. It was captured in a builder's yard. Dwyer was taken to hospital suffering from shock. He was smoking a pipe when attacked and lost several teeth.

**£30,000 Band Pavilion.**  
A band pavilion to cost £30,000 on the Leas at Folkestone has been recommended by the Folkestone General Purposes Committee. Approaches to the pavilion will cost another £2,000.

**Fishing Strike Threat.**  
The Grimsby fishing industry is threatened with a strike of engineers in the steam trawlers, of which there are 650 in the port, and at a special meeting recently the men decided to leave work on a given signal when certain preliminaries have been arranged. The men demand an increase of 3s. in wages in the Icelandic boats, where the first engineer now receives 47s. and the second 37s., and an increase of 1s. 6d. in the North Sea boats, where the wages are 46s. and 36s.

**The Titanic's Engineers.**  
Sir Archibald Denny, president of the Institute of Marine Engineers, unveiled at Southampton a memorial to the engineers of the White Star liner *Titanic*, which foundered on her maiden voyage to America. The ceremony was attended by representatives of the port.

## SHORT SERMON

## A Meditation on the Twenty-third Psalm.

The idea of the "still waters" is not that of a still and stagnant pool, but waters that give stillness, waters that bring rest. The stillness and the rest are not in the waters, but in the soul that is gently led by the Shepherd to the life-giving stream. This arresting and beautiful image comes home to us all. After several months of exacting toil, weary, and jaded, we find ourselves one summer day, resting in a quiet meadow under the plentiful shade of great trees, the silence only broken by the music of a rippling brook. So ever are the baffled, the despairing, those wounded in life's conflict being led by faith and prayer to Him Who is "as rivers of water in a dry place, as the shadow of a great rock in a weary land."

And the result is a restored soul. He brings the soul back to gain to itself, to its true resting place; the wounds are healed, the leprous flesh becomes again as that of a little child, the whole life is recreated by tasting afresh of the powers of life. "My soul, He bringeth back."

We cannot ever stay in the green pastures, and beside that live rest. We must be up and doing; before us there are mountain paths to be traversed, and dark gorges to be penetrated. He leadeth me in the paths of righteousness, "a better rendering would be "right tracks," and the meaning is not, paths where the righteous walk, but tracks which fulfil their purpose, which are not deceptive, which lead straight, and to the right goal. The traveller among the Dartmoor hills does not find it easy to strike the right path, many tracks promise well, they are clearly marked for a several hundred yards, and then fail; they lead nowhere.

God's honour is at stake in guiding us rightly. The path may be difficult, stony, uphill, but it is never crooked, it never fails; it may be narrow, but it leadeth to life.

No man who has sought and followed the Divine leading, has ever failed to reach the goal. He has pledged His word to lead us rightly, and for His name's sake will do it. The right paths of God lead not only into the green pastures and beside the waters of rest, but also through the dark gloomy vale. We have no right to expect our way to be a pleasant one, free from pain and sorrow, because we have committed ourselves to the Divine leading. The saints of God have ever known the way of the wilderness, and amid the darknesses and the danger have had the clearest view of the beauty and tenderness of their Shepherd.

Some knowledge of the Syrian pastures would help us in understanding this verse. "Here and there in the desert," says G. A. Smith, "the ground is cleft to a deep ravine, which gapes in black contrast to the glare of the landscape, and by its sudden darkness blinds the men and sheep that enter it to the beasts of prey which have their lairs in the recesses." When the shepherd leads his sheep through the narrow and gloomy defiles, though wild beasts growl and rave, no harm can come to the flock. The shepherd is stronger than all the dark enemies of the valley, and with his rod he can brain the fiercest foe, and with his staff he can support himself, and gently guide the halting sheep. The valley means for us not only the "shadow feared of man," but all the dark, sorrowful, poignant passages of our life. The good shepherd trod this path. His way was narrow and precipitous. His enemies were bitter and unrelenting, and at the close of the day there was a great darkness, and yet He feared not, for He was not alone. And when we are plunged into a road where there is no ray of light, and where foes beset us behind and before, we need not fear, for there is One with us Who has already proved Himself more than conqueror. His rod and staff will cheer us, and give us an assurance of defence and guidance. God not only keeps us in safety while we are in the valley. He is a refiner and purifier of silver; this refining work can

often be better done in the darkness of sorrow and pain, than in the glare of the noonday. Most pilgrims emerge from the darkness with a new light in their faces, and a new secret in their souls.

Imagine a shepherd's tent in the wilderness, and the kindly shepherd standing at the entrance, looking out across the desert. In the distance he sees a man running, at his heels are his pursuers, the avengers of blood, the fugitive has done wrong, and if he is captured he will be put to death. If only he can reach the shepherd's tent he will be safe, for according to the law of the desert he can claim hospitality and protection for at least two days. The Psalmist represents himself as such a hunted fugitive; he reaches the tent in safety, and in the very presence of his enemies a table is prepared before him. No meagre welcome, and no stinted hospitality does he receive; he is treated in a royal way, for his head is anointed with oil, and his cup runneth over. Here is something even more intense than the dark valley, and yet the experience imaged is one to which we are no strangers.

O wretched men that we are who shall deliver us from this body of death? Our sorrow, however, can be turned into joy, for right at hand is the tent of the Good Shepherd. Here come those broken in life's conflict: it is a spacious tent, and no one is ever turned away. Some never could reach the tent of themselves; they stumble by the way, and lie bruised and helpless, and ready to die. Then comes the Good Shepherd, and rescues them from their foes, and gently carries them home. The table is richly laden for hungering souls, and the cup of salvation is full enough to bring a triumphant joy. The enemies are impotent as long as the Shepherd is with us, and when they see the joy and strength of them that put their strength in Him, even the bitterest of the foe sue for mercy, and are welcomed at the festival board.

But the fugitive could not make his abode in the shepherd's tent, it is only a brief sojourn; he can claim, then his journey must be resumed, and he will be exposed to the vengeance of his foes. Not so with the soul that takes refuge in the tent of Jehovah, for when he resumes his journey he shall not go unattended, but guarded by two angels. Goodness and mercy wait on him, pursue him all the days of his life. We know now that it is the Shepherd Himself Who is our companion in our pilgrimage, and that His kindness and mercy wait on us continually.

The last verse means more to us than it did for the Psalmist. After the walk through dark valleys, the flight to the shepherd's tent pursued by our foes, the journey in company with goodness and mercy, comes the eternal abode in the home of the Lord.

## P. and O. Mantua Struck by Gigantic Waves.

The P. and O. steamship *Mantua*, which arrived in Bombay on April 3, had an experience which seldom falls to the lot of a vessel of so large a draft, 11,000 tons. Throughout her voyage down the English Channel, a tale of unwonted violence was blowing. At the point known to sail as Obanell Obays, where the light is rounded, the *Mantua* was struck by a sea which is described by the Commander of the vessel, Captain Vibart, as the most violent which he has encountered in thirty years' experience. Often, the look-out man, a survivor of the *Titanic* disaster, who took the helm in Mrs. Astor's boat, and who had previously thrice suffered shipwreck, said he had never seen a sea remotely comparable to the one running off Ushant. Within a short space, the *Mantua* was struck in the fore-castle by a wave which inundated the Captain's cabin on the boat deck, smashing three scuppers, and breaking clean over the bridge, drenching the officers on duty.

If you have lost your appetite for one of the big variety of dainty dishes at the ALFAX-DRA GATE, it is sure to tempt you.

## Prepaid Advertisements

ONE CENT PER WORD  
FOR EACH INSERTION.

## TO LET.

ROGATE, Austin Road, Kowloon; unfurnished.  
No. 19, Shelley Street.  
TO LET.—No. 5, Mountain View from 1st April 1914. Newly painted and colourwashed.  
TO LET from 1st June 1914. 55 ELGIN TERRACE, newly painted and colourwashed.  
No. 12 Beaconsfield Arcade, Shop.  
No. 7 Mountain View.  
No. 7 Stewart Terrace, Peak.  
No. 20 Belliss Terrace, newly painted and colourwashed.

## FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.  
Apply to  
LINSTED & DAVIS,  
3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [21]

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET.—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. Also Motor Boat for sale. Apply—DRAGON CYCLE Co.

TO LET.—From 1st July 1914. In Canton on Shamen Lot 55. The premises now in the occupation of the Bank of Taiwan Ltd. Apply to, DAVID SASSOON & Co. Ltd. Hongkong.

A doorway amidships was unhinged, while the piano floated in four feet of water across the promenade deck. Another wave reversed the steel wire binding the canal anchor, and put the well deck trans out of action. Thirty tons of water are said to have been pooped by the *Mantua*. A lady who left her cabin was washed off her legs and floated round to the port taffrail, only the sudden lurch of vessel saving her life, as a few feet more and she would have been in the open sea. When recovered she was found unconscious with a fractured jaw-bone. According to the Ushant light-house, the waves breaking on that coast attained a height of fully sixty feet, and Captain Vibart was of opinion that the *Mantua* was struck by more than one wave of that height. He calculated the angle of the vessels on one occasion as 42, the taffrail being completely submerged. The normal pace of sixteen and a half knots was reduced to four during several hours. The behaviour of the vessel was excellent under severe conditions.

## Ten Years Late.

Posted in Kettering-road, Northampton, on August 12, 1904, a postcard has just been delivered at a house in the town less than a mile away, fifteen months after the death of the woman to whom it was sent.

## TO LET.

TO LET at TAIPO a four roomed Bungalow from 1st June. Fully furnished, with plate, linen and glass. Mosquito proof rooms. Ideal for week ends or permanent residence. Use of bathing jetty & dinghy. Apply E. BRUCE SHEPHERD, 5 Queen's Road Central.

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached, Nathan Rd., Kowloon. Kowloon Marine Lot No. 48 with Wharf.  
Flat in Nathan Rd. Kowloon.

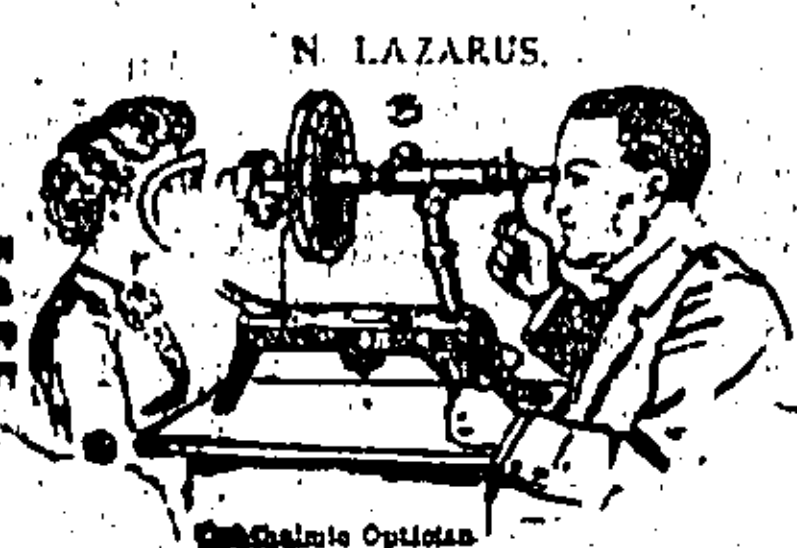
HUMPHREYS ESTATE & FINANCE CO., LTD.  
Alexandra Buildings.

TO LET.—"LA HACIENDA E.", No. 74, Mount Kellett Road. Apply CHATER & MODY, No. 5, Queen's Road Central.

TO LET.—from 1st May, 1914. No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co. Prince's Buildings.

TO LET.—With immediate possession. Office.—2nd Floor of the Deutsch-Asiatische Bank's Building No. 7 Queen's Road Central. Also Large Godown in Basement of same building. Apply to DEUTSCH-ASIATISCHE BANK.

## Notices.



Nothing is more worth of your consideration than the welfare of your eyes. The trouble that to-day is small and easily remedied, if neglected may get beyond single measures. Be on the safe side and if your eyes are giving trouble call on us and have them examined. No charge for sight testing.

N. LAZARUS,  
OPHTHALMIC OPTICIAN.  
Tel. 1292. 1A, D'Aguiar St.

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THE QUEEN OF  
TABLE WATERS.

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to  
HIS MAJESTY KING, GEORGE V

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BY USING C.N.

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IS THE DISPENSARY THAT IS ALWAYS  
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PRICKLY HEAT LOTION.  
PRICKLY HEAT POWDER.

## LOTION

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Large Bottle Cents 75.

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" "SURREY"	" 10.50
" "GREENWOOD"	" 6.00

Tennis Nets, Tennis Posts, and all Accessories  
RANSOME'S BRITISH LAWN MOWERS.

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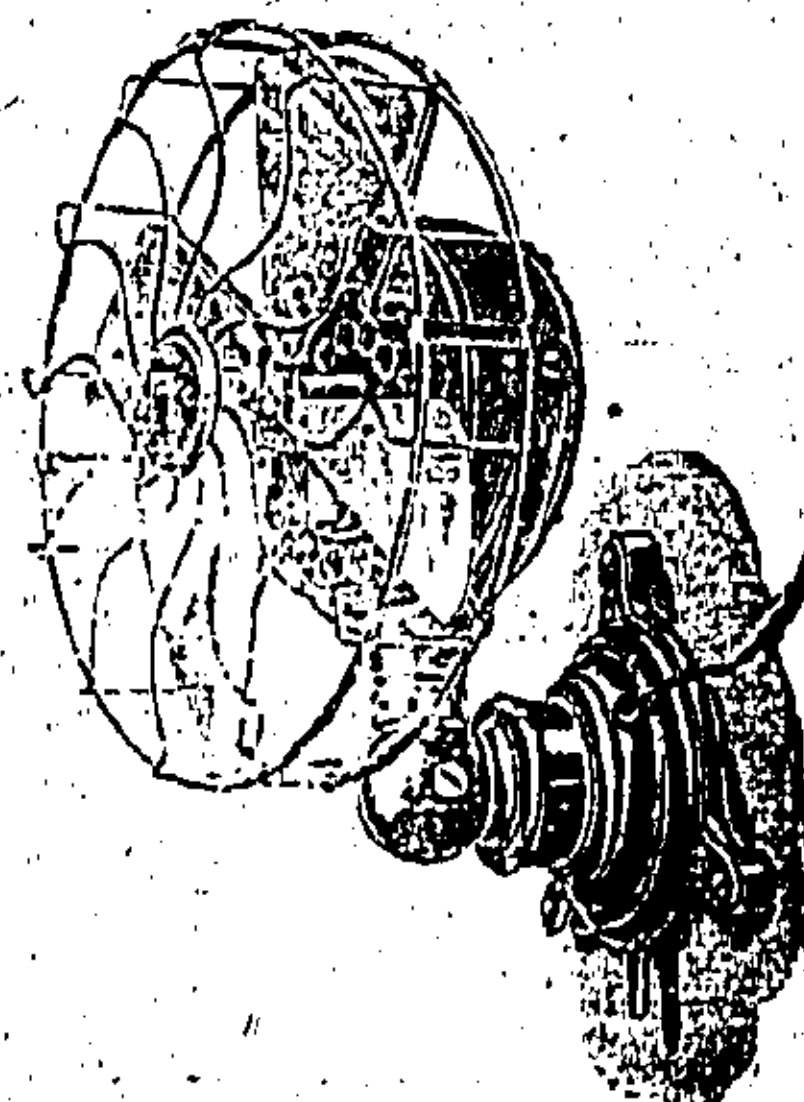
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FRENCH, ENGLISH AND GERMAN.  
IN LARGE OR SMALL QUANTITIES: BEEF AND PORK  
SAUSAGES FRESH DAILY: SPECIAL ARRANGEMENTS  
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FOR THE BATH, TOILET AND HOUSEHOLD. Used in the Bath, it promotes healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver and Plated Ware, etc.

# WATSON'S CELEBRATED CORN SOLVENT.

A permanent, speedy and painless CURE for corns and blisters.

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The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

A. S. WATSON & Co., Ltd.,

Hongkong Dispensary & Kowloon Dispensary.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

## ACKNOWLEDGMENT.

The Family of the late Mrs. G. R. Lammert thank their friends most heartily for the kind sympathy extended to them in their bereavement and for the floral contributions sent.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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# The Hongkong Telegraph.

HONGKONG, SATURDAY, MAY 30, 1914.

## EASTERN OLYMPIC GAMES.

A special article in the *Telegraph* the other evening dealt with the growing love of sport amongst Chinese. Occasion may be taken here to remark the progress being made with the Olympic Games proposed to be held in Shanghai during October next. These games, it is hardly necessary to remark, have been arranged for the Eastern nations, China, Japan, the Philippine Islands, and Siam. The Shanghai Municipal Council has granted the use of the Hongkew Recreation grounds, and during the week from October 3 to October 10 that ground should be the scene of some spirited contests. The athletics will comprise two championship meets in all track and field athletics, swimming, baseball, football, basketball, and volleyball, cycling, tennis, and a modified marathon race of 10 miles.

The first of the competitions will be between China, Japan, the Philippine Islands and Siam. The second will be an international meeting open to all, and this meeting is intended to give an opportunity for Europeans and Americans to compete against the best of the Eastern nations. It is good for China that, when she stands on the threshold of a new era, she should have the privilege of entertaining the sportsmen of other nationalities and of competing with them on her own territory. Not for five years at least will she again have the same opportunity, and it is evident that she is of a mind to seize it with both hands. A strong and influential committee is in charge of the arrangements, with Dr. Wu Tingfang as chairman and including in its members Sir Kai Hock-ai. The movement has been made a national event. President Yuan Shih-kai has contributed \$3,000 and a trophy for the best all-round athlete. The Cabinet Ministers have given \$2,000 and two more trophies, and the games have thus been officially endorsed in the most practical possible manner.

In a letter sent recently to the Chairman of the Shanghai Municipal Council the committee impressed on him that it desired that these games should be a great object lesson in physical education. With that in mind they are seeking to have a very high standard of competition throughout the games. They are arranging, moreover, for an exhibition of Boy Scout work, and a demonstration by young women of the physical culture being taught in schools and colleges for the women of China. Take it all in all, the committee is going about the work of promoting these games with a proper sense of the responsibility resting on the shoulders of its members. Except these Olympic Games have a real and lasting educational value they may as well not be held, but with a committee in charge so alert and active and far-seeing there seems strong hope that China will profit greatly by the lessons learned at the coming games.

## The Empress Disaster.

The messages which have come through regarding the disaster to the Empress of Ireland are a fine example of the difficulty of getting authentic information in a case of this kind. First reports stated that she had been sunk in collision with an iceberg. When the early news of the mishap came through, men's minds, no doubt, leapt back to the Titanic disaster and to icebergs. Later, it became known that the collision was with a collier which had run her down and sunk her very quickly. At the moment of writing it is impossible to tell how many passengers have been saved. The reports are of the most conflicting kind. One message puts the death toll at a thousand, but if her complement of passengers on this trip was only twelve hundred, a thousand death toll would be appalling in itself and a terribly disproportionate.

## How Many Deaths?

Another message puts the death toll at six hundred, a third ventures the statement that all the passengers have been saved, and another message, described as official, states that only four hundred of the twelve have been saved. Remembering the conflicting estimates which attended the Titanic disaster, however, it is better to take all estimates with caution. A little time and we shall know, all too certainly, how many people have found what Swinburne in his apostrophe to the sea described as:—  
Those pure-cold, populous graves of thine,  
Wrought without hand, in a world without pain.

## The Heroic Engineers.

Meanwhile it is safe to assume that some, at least, of the engineers have gone down with the vessel. That never fails to happen when a steamer is sunk. Only the other day a memorial was unveiled to the engineers of the Titanic, and that could always be done after a big disaster. Speaking generally, these men could escape if they wished. That is to say, their chances of escape are equal to those of most people, but ship engineers are mostly a hopeful people and when a collision does take place they get busy. If they can only get this or that or the other thing done quickly they can save the ship yet. That is the way of engineers; when a great moment comes they are ready; they are willing to fight death with naked hands. And, if the truth must be told, their heroic fight is seldom thought of save by a few.

## The Dragon Boat Festival.

With all the changes which have been and are taking place in China it is good to feel that the Dragon Boat Festival is still kept up in time-honoured fashion. As is true with many an old custom in the West, its character has changed somewhat, and in the midst of ages it has lost some of its significance. But all the same, it still retains many quaint and picturesque features, of which the most interesting is, of course, the test of seamanship between the crews of the dragon boats drawn from various fishing fleets. Yesterday's races at Aberdeen were, indeed, on a larger scale than ever before, and those who took advantage of the opportunity of witnessing the stirring contests were well rewarded in what they saw. The rivalry was as keen as it could well be, and though those in charge of the arrangements had to keep a sharp eye on the boats at the starting-point, and there was some little feeling shown by one of the crews at the final decision, on the whole the events were fought out in a really sporting spirit. We hope it will be many a long day before these contests of skill become a thing of the past.

## Unit for Publication.

This is the announcement printed at the head of the news column of the local paper of Fiddichow, a town near Berlin, last month.—"We regret that we are unfortunately not able to publish the proceedings of last night's meeting of the Town Council. The tone of the discussion which took place was such that, in the interest of the Council itself, it were better that no account of the proceedings should be published."

## DAY BY DAY.

LET US TRY TO MAKE OUR LIVES LIKE SONGS, BRAVE, CHEERFUL, TENDER, AND TRUE, THAT SHALL SING THEMSELVES INTO OTHER LIVES, AND SO HELP TO LIGHTEN BURDENS AND CARES.—Anon.

The Weather.  
Lower level 8 a.m. Temp 83; sunshine.  
At the Peak 8 a.m. Temp 76; sunshine.

The Mails.  
Siberian Mail.—Due per s.s. Liangchow to-day.  
Siberian Mail.—Closed per s.s. Altair—at 11 a.m. to-day.  
Siberian Mail.—Closes per s.s. E. F. Ferdinand at 5 p.m. to-day.

Langkat Output.  
Messrs. Wright and Hornby inform us that yesterday's Langkat output was 350 tons.

Miss Kelly Leaves.  
Miss Kelly, daughter of H.E. Major General Kelly, left yesterday for Australia on the s.s. Empire.

Larceny by Bailee Charge.  
A Chinese employed at the Cotton Mills was charged at the Police Court, this morning, with the larceny by bailee of \$15.12, which should have been paid to six boys of whom he had charge. He was remanded until Tuesday.

No Option.  
At the Police Court, this morning, a woman was charged with being in possession of 95 tael of opium other than Government opium, valued at \$780. Revenue Officer Wilden prosecuted. A sentence of six months' imprisonment without the option of a fine was passed.

Special Choral Mass.  
At St. Joseph's Church tomorrow at ten o'clock, there will be a special Choral Mass (Mottoli) in which the soloists will be Miss Ross, Mrs. Charlton and Mr. Lyth. The service is one of the most impressive and always appeals strongly to those musically inclined of all denominations. Mr. F. Braga is the organist and choirmaster.

## THE "TELEGRAPH'S" ACROSTIC.

## PILLARS

It turns our thoughts to happy banks.—  
For this relief a thousand thanks.

## BARS.

- 1.—The name calls to mind a Victorian bay,  
Which to some suggests a turtle—alas, who can say?
- 2.—This old-fashioned clamour has lately been heard  
In a plaint that begins with this curious word.
- 3.—His spear brooks no deceit—the devil's goad.  
(Eve did not recognize the horrid toad.)
- 4.—A mighty Christian warrior—'women's love' his failing.  
Italian fashion: slew the pagan; Christian nursed him ailing.
- 5.—A queer little fellow who tucks his way  
From gutter to gallery—guess who may.
- 6.—A truthful lady, whose wanderings lag on,  
Until St. George has slain the dragon.
- 7.—So this is Ambrose. One would hardly know it.  
Philip's same fashion—there's the baby's poet.

[Answer on Monday.]

## SET A WATCH.

A Charge of Breaking and Entering.

Two Chinese were charged at the Police Court to-day with breaking and entering the godown of Messrs. Sander Weiler, at Wan-chai, and stealing dyeing powder valued at \$150.

Mr. Dixon, of Messrs. Wilkinson and Grist, appeared to prosecute and asked for an adjournment.

Inspector McHardy said the complainant had missed \$400 worth of stuff and set a watch for the culprit.

The case was fixed for Thursday bail in \$200 being allowed.

## 1889.

## HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" (file for the Week Ending May 30, 1889).)

## The Chinese "Boy."

May 25.—"The trials of Servant-girlism at home are far out-rivalled by the insolence, the laziness, and filthiness of the 'boy' here. He is supposed by the few Exeter Hall individuals who know anything at all about him, to be a weak-minded, placid, moon-faced sort of Oriental, with no idea except of working three-quarters of every twenty-four hours. As a matter of fact he is generally dirty, often insolent, frequently dishonest, and always lazy and overfed. In Singapore the boys struck work early last year, and here also they have an organization which will enable them to do so, if they deem it necessary in the interests of their class. To leave generalities about domestic servants, however, and deal with the attitude of Chinese employees generally towards European employers, what do we find? That they have all the faults of British workmen, except drunkenness, whilst they are infinitely more lazy. They are most exasperatingly dogged in their laziness—that is the worst of it."

## Volunteer Movement.

May 20.—"At the meeting convened by the Governor on Thursday to consider the possibility of raising a corps of Rifle Volunteers nothing definite was arranged, but the general feeling was that it could be done, the best way being to form 'hong' corps out of the banks and big firms as a nucleus."

May 28.—"We have invariably supported all measures tending to raise the defensive efficiency of this Colony to the height of its present requirements; we have advocated the formation of a Volunteer Corps on an extensive basis, and have even hinted at the advisability of enrolling a body of 10,000 Chinese in the Colony, and placing them under the European discipline and supervision, in more or less the same way as our Indian army has been organized. But confining ourselves to the Volunteer Rifle Corps which it is now proposed to organize, we think there are sufficient elements in the Colony from which to raise such a body of men. Assuming that it is intended to form an exclusively national Corps, we have in the first place the vast number of British residents, employers and employees of all classes, the clerical, the legal professions, the industrial and the mechanical; a contingent could even be secured from the unemployed sailors by paying them reasonable wages. A body of about 800 men could be easily got together from these elements, allowances being made for extreme youth and old age. The Hindoos and Parsees who live among us, and are almost without exception British subjects, or living under British rule, should next be invited to join the ranks, and they could easily furnish a contingent of a couple of hundred men. Next come the Portuguese who live and flourish in this colony in vast numbers, and almost monopolize all the clerical employments in the settlement. A broad distinction must, however, be drawn here: Of the 2,000 Portuguese who reside in Hongkong, most are Macao born gentlemen, who feel it derogatory to their dignity to owe allegiance to, or to shoulder a musket for any other sovereign but His Most Faithful Majesty, King Luiz of Portugal. The Hongkong-born Portuguese who are *pro facto* British subjects are the only elements available for the proposed Volunteer organization. They may number about 200 able-bodied young men, allowance being of course made for premature cripples and for boys *malis generis*. We have thus about a minimum of 1,200 men available for the formation of a regiment of Volunteer Riflemen, who if properly drilled, armed, accoutred and disciplined, would be of an incalculable use for either defence or attack in case of emergency."

## A Cryptic Sign.

May 20.—Another bit of English as she speaks. This

is on the sign-board of a Chinese cigar merchant's shop in Bonham Strand West.—"Co-caco, dealer in all kinds of cigars, made with a superior goal, and the leaves of this trade-mark was prized by the King of Spain, which cannot be forgot by others."

## Terrible Rainstorm.

May 29.—In this issue is a lengthy account of a disastrous rainstorm which occurred on the previous day. It states that the rainfall between 7 a.m. and 10.20 a.m. was 5.2 inches, and between 10.20 a.m. and 12.20 a.m. 6.4 inches, or 11.6 inches in all—over two inches an hour! "The news of damage began to come into town. About eleven o'clock the great drain which runs down Peel Street, under the Praya, and receives the floods of two large gathering sewers, became congested, and lifted up the crown for some yards, throwing the great blocks of stone aside as though they were straws, just as it did in the storm last year. In Pedder Street, between the Clock Tower and the Post Office, the water heaved up the roadway for many yards, the huge drain showing like a swift brook, and flooding the roadway."

"At the Peak, near Mr. Hughes' house, eight men were killed by the lightning about noon. They were lying in a matched, four in the top room and the others below, and the lightning entered the roof, penetrated the floor, and killed everyone of them without leaving the least external mark."

## Building Company Meeting.

May 28.—"An extraordinary meeting of the shareholders of this Company was held at the offices, over the Hongkong Dispensary. Mr. J. D. Humphreys, president, and Messrs. Humphreys, Mancell, Hagen, Captain Clement and Mr. Talbot (Secretary) were present. The following resolution, passed at the last meeting, was confirmed:—That the Share Capital of the Company be increased to \$100,000 by the issue of 607 New Shares of \$100 each, and that such New Shares be offered in the first instance, on terms to be determined by the General Manager, to all the Members on the Register on the 14th day after the Meeting. That concluded the business."

## 1889.

## SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for May 30, 1889.

Hongkong and Shanghai Bank.—174 per cent, premium, sales and sellers.

Union Insurance Society of Canton.—\$100 per share, sellers.

China Traders Insurance Company.—\$80 per share, sellers.

North China Insurance.—Tls. 3.00 per share, ex div. buyers.

Canton Insurance Company, Ltd.—\$132 per share, buyers.

Yangtze Insurance Association.—Tls. 100 per share.

Chinese Insurance Company.—\$160 per share, sellers.

Hongkong Fire Insurance Company.—\$302 per share, sellers.

China Fire Insurance Company.—\$88 per share, sellers.

Hongkong and Whampoa Dock Company.—89 per cent, premium, buyers.

Hongkong, Canton and Macao Steamboat Company.—\$271 per share, sellers.

China and Manila Steamship Company.—\$145 per share, sellers.

Hongkong Gas Company.—\$135 per share, sellers.

Hongkong Hotel Company.—\$225 per share, sales and buyers.

Indo-China S.N. Company.—par, sellers.

Douglas Steamship Company.—\$85 per share, sellers.

China Sugar Refining Company, Ltd.—\$228 per share, sellers.

Luzon Sugar Refining Company, Ltd.—\$134 per share, buyers.

Hongkong Ice Company.—\$127 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$180 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company.—\$191 per share, sellers.

Hongkong Dairy Farm Co.—\$14 per share, buyers.

## THE TAI ON PIRACY.

## Another Man Arrested in Macao.

The authorities at Macao have effected another arrest in connection with the Tai On piracy, the name of the man being Leung Shi-chong. At the Police Court this morning, the newly arrested man and the three remanded from last week appeared together.

Mr. P. M. Hodgson, Crown Solicitor, appeared for the prosecution and Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for Lo Ng.

Mr. Hodgson said the fourth prisoner had been extradited from Macao yesterday, and he had not seen him yet, so he could not say if all four could be charged together. He could not go on next week as the only available days were taken up with the Childers piracy case, and two other days were holidays. He suggested that his Worship should formally remand all four prisoners until Saturday next and then fix a date for the hearing of the case.

Mr. Dixon said he had no objection to this course being taken.

His Worship thereupon remanded the prisoners until Saturday morning next.

## CORRESPONDENCE.

[The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph"]

## Blake Pier Regulations.

[To the Editor of the "Hongkong Telegraph"]

Sir,—On Wednesday night after dinner a friend and myself, feeling the atmosphere very oppressive, decided to walk down to the end of Blake Pier for a breath of fresh air, if such were possible to be had. At the far end we found a double sided seat, over forty feet in length, on which two Chinese ladies were seated, as was also a Portuguese gentleman. We sat down for a much needed rest after a day of considerable physical exertion, and felt at peace with all men. Presently the European constable on duty at the end of the Wharf came along and informed us that we were not allowed to sit there as the whole of the seat was reserved specially for ladies and children. At the same time he made the same announcement to the Portuguese gentleman.

We went along to the notice board and read the regulations. One of these was to the effect that no person was allowed to sit or stand upon the guard rail. We observed that not only the constable, but several Chinese were standing very much at ease with one foot on the lower rail, and we considered it our duty as good citizens to inform the constable of the fact that he, too was breaking the regulations. He appeared surprised and replied "Oh! is that so." At the same time he took his foot off the rail.

We then walked along to the shore end of the wharf, and found a Chinese gentleman without either shoes or stockings on and with his feet on the seat. Here was another regulation in process of being broken. A little later a Chinese lady and gentleman went down to the seat at the far end of the Wharf and sat down. They were not interfered with and we wondered whether if we had been accompanied by a lady we would have been permitted to sit there in peace.

Does it not appear to all reasonable people that these regulations regarding seats for ladies and children, should apply only when gentlemen are occupying seats to the exclusion of ladies and children, particularly at night; when most children are asleep?

I admit that the constable was only carrying out his instructions, but he carried them out to the letter only in his immediate vicinity. The other end of the Wharf was left to take care of itself.

I think it only reasonable to suggest that gentlemen should be allowed the use of seats so long as they were not debarring ladies and children from using them. I would suggest further that the constable should be given instructions to that effect by the proper authority.

Yours etc.,  
EXILE FROM HOME,  
Hongkong, May 29, 1914.



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY MAY, 30 1914

## SHORT STORY.

### A DETECTIVE BURNS CASE.

BY HARVEY J. O. HIGGINS

[This is not the first of Detective Burns' cases we have given from MacLure's. The names, of course, have been changed, and the characters cannot be recognised, but the story is true in the main and a fine example of a great detective's methods.]

The superintendent of the mint—whose name was Fleischman, let us say—had come to the Secret Service office, in the Federal Building, in a pale perspiration of heat and worry. "Billy," he said to the operative in charge, whose name was William J. Burns, "some one's been stealing our precipitate of silver and selling it to the Cooley Smelting and Reduction Company. And there's not a man in that room I don't trust. Not one. Not one that I haven't had absolute confidence in."

"Oh, well," Burns said, "absolute confidence is all right, but—"

"No; I mean it," Fleischman protested. "I'd trust those boys further—if they're stealing, I can't trust any one. I can't trust my own wife."

"Perhaps the stuff doesn't come from the mint, then?" "There are only three places in the country that it could come from: one is in Red Bank, New Jersey; another is the Cooley Company's own works; and the last is our mint. The Cooley people have had it analyzed. They've sent me word that it's ours: the chemical analysis shows it. And it makes me sick to think of it. If I can't trust those boys—"

Burns put on his hat. "Where did the Cooley Company get it?"

"From a metal dealer here. He's supposed to have had it shipped to him from Idaho, where the people that made it couldn't get their price for it. That's a stall of some sort. There's no such precipitate produced in Idaho. And the firm in Red Bank has investigated, and they report that it isn't theirs; it must be ours."

Now, in a previous investigation of a mint robbery Burns had had some dealings with the Cooley Company; and he had not found all the company's officials so scrupulous in their business morality that they had remained above suspicion in his thought of them. More than that, the Cooley Company had been robbed of some hundred thousand dollars' worth of gold bars by an employee, a few years earlier; and Burns had watched with interest the discovery and prosecution of the thief. These things had marked the Cooley Company's works and offices, for him, with a scent of malefaction.

He found the president of the smelting company in his office, busy at his table-desk. Imagine him a solid, double-chinned, grey man with an important manner. Suppose his name to be Richard O. F. Callingham. Picture him reading typewritten letters, and signing them with a big, ebony-handled stub-pen, writing his despatch and robust signatures with ponderous care.

He had no affection for William J. Burns, Secret Service operative. In the investigation of the previous mint robbery, Burns had been impudently curious about the business relations between the Cooley Company and an official of the mint

who was suspected of the theft. Burns had asked embarrassing questions about the sale of blue-stone to the Cooley Company by the suspected official. He had insisted upon seeing the details of an account between the Cooley Company and the mint in the matter of an exchange of lead for lead that was impregnated with precious metal. He had made himself "unpopular" with President Richard O. F. Callingham.

Callingham said, "How d'you do," busily, in response to Burns' greeting, without looking up from his papers and without asking the detective to sit down.

Burns seated himself. "Mr. Callingham," he began, "Mr. Fleischman, the superintendent of the mint, has been telling me of a silver precipitate that has been brought to you—"

"We've given all the facts to Mr. Fleischman," Callingham cut him short.

"It would be no trouble, I suppose, to repeat them to me."

"I don't see the use of it."

"Mr. Fleischman has asked me to investigate. He doesn't remember all the details, and there may be something that you've overlooked. Who received this precipitate when it was brought here?"

"Mr. Cheney."

"I'd like to see him."

"There's no use bothering him. We've told you all we know."

"I have been asked to investigate," Burns explained, "and this is the only way I know of doing it. If I can't get my information, I'll have to drop the case."

Callingham blotted his signature. "I can't help that," he said, taking up another letter.

And here Burns began his slight-of-hand. (He calls it, professionally, "fessing.") Perhaps, he said, "it would interest you to know that the precipitate was not stolen from the mint."

Callingham shook his head. "That's for Mr. Fleischman to decide."

"No," Burns said; "it's for you. It was stolen from you."

Callingham looked up, over his glasses. "That's impossible. We've had four detectives guarding our works." Burns tells this story privately, as a good joke on the operatives of this particular detective agency—which may be known here as the Nick Carter Sleuthing Company.

"I don't know anything about your detectives," he replied confidently; "but I know it's your precipitate of silver. And I'm not interested in the fact—except that I've got to prove it to the government in order to prove that it didn't come from the mint."

Callingham laid down his pen. "Would you mind telling me how you know it?"

"Yes," Burns said, "I do mind. That's a confidential matter which I'm not in a position to divulge—yet."

"Well, Mr. Burns," Callingham hastened to say, "I know you're not a man to claim that you know a thing unless you're sure of it. I don't like to contradict you, but—"

"It doesn't matter to me whether you contradict me or not," Burns assured him. "It's your silver, and I'll prove it."

Callingham took off his glasses, shaken and rather tremulously alarmed. The previous theft of gold bars had made a scandal that had not yet been forgiven.

The business credit of the company had been impaired. The president's reputation as an executive officer had been blown upon. The name of R. O. F. Callingham—no matter what a flourish it might be signed—would be the name of an absurd gull if it was found that his company had now been receiving—and smelting cheerfully—a silver precipitate that had been stolen from its own works. And they had handled several thousand dollars' worth of the stuff.

"Mr. Burns," he said, "I can't believe it, but—What is it you want to know?"

"Where are the samples that you tested?"

Callingham reddened to the roots of his grey hair. He had no right to take samples of a silver precipitate that had been brought to him for smelting, and if he had kept the samples it was a theft. He said: "Of course we gave them back to the man."

"When did he bring them here?"

"If you'll just come in and talk to Mr. Cheney," Callingham said meekly, "he'll tell you all about it."

They went in. They talked to Cheney. And Burns learned what he wished to know—which was the name of the metal dealer who had brought in the silver, the amount that he had brought, and the dates on which he had brought it.

It was Burns' business, of course, to know all the metal dealers in the district, for professional reasons, as a man whose chief concern in the world was the protection of the currency. He had an intimate acquaintance with the dealer who had been handling the stolen silver, and he did not doubt that the dealer would tell where he had obtained it.

When the government Secret Service asks questions, the wise citizen tries to be frank. Burns left the offices of the Cooley Company and crossed the street to the entrance of the Mining Exchange Building; he waited there until he saw President R. O. F. Callingham come out to get luncheon; and then he returned composedly to the smelting company's offices. He had decided that if the samples of stolen silver were still preserved, they would be at the company's works in the neighbouring town of Cooley. He went to the young man who had been left in charge of the office, and asked him: "Did those samples come yet?"

"What samples?"

"Mr. Callingham sent out to the works for some samples of silver precipitate."

"They haven't come."

"Would you mind telephoning again?"

"Sure thing," the clerk said. He called up the company's works on the telephone and asked: "Have you sent in those samples of silver precipitate for Mr. Callingham?" He turned to Burns, with the receiver at his ear, to inquire: "What samples were they?"

"Samples of a silver precipitate that was stolen from the mint."

The clerk repeated that explanation to the man at the works.

"All right," he hung up the receiver. "They'll start them in right away, Mr. Burns," he promised.

"How long will it take them to get here?"

"About an hour."

Burns said, "Thanks," with a matter-of-fact indifference, and went out to his luncheon, easy in his mind.

He was back on his post, at the entrance of the Mining Exchange, in time to see Callingham return; and after a sufficient interval he rejoined Callingham in his office, on pretence of asking him about the inquiries that had been made in Red Bank, New Jersey, concerning the precipitate of silver. Callingham was worried, but polite. Burns led the conversation around to a dis-

tion of the notorious theft of gold bars from the Cooley Company, and he remarked admiringly upon the fact that an official of the company had obtained a confession from the thief after the Nick Carter Company's sleuths had failed to get a lot of evidence against him. This sort of talk did not make Callingham look any happier. It was not designed to.

They were interrupted by the arrival of a messenger from the works, with his leather bag over his shoulder. He said: "There's the samples you wanted," as he took them out and laid them on the table-desk. Burns nodded. When the messenger had withdrawn, he explained casually to Callingham, without looking at him: "They had those samples of silver precipitate out at the works still; they sent them in."

"Oh, did they?" Callingham's voice was flat, and there was the sound of an awkward blush in it. The samples contained about fifty dollars' worth of silver.

Burns put them in his pocket. "Mr. Fleischman wants to have them tested again. I'll let you know when I get your man."

"Thanks," Callingham stammered dubiously; "I wish you would. I've telephoned to our superintendent. He doesn't believe it can be our material. I'd like you to have a talk with him."

"There isn't any talking that I can do yet," Burns replied. "But I know it's your stuff. Good-by."

He went to turn the samples over to the superintendent of the mint for analysis, and then he posted off to see the metal dealer from whom they had come. That canny gentleman did not attempt to put Burns off with any story of shipments from Idaho. He admitted that the silver had been brought to him by a pawnbroker, whose name and address he gave.

And in fifteen minutes Burns was in the pawnshop.

The community in which he was making this investigation was notorious, at the time, for its political corruption. There was then in control of the city a political boss who sold the privilege of lawlessness to the criminal, to the vicious, to the predatory franchise-grabber, to the malefactor of wealth, and to every other enemy of society who could pay for protection. Burns' pawnbroker was related, by marriage, to this political boss. The small thieves, paying tribute to the police, dealt with the pawnbroker as with a sort of official "fence"; and if Burns had been a local detective, inquiring there for the trail of loot, the pawnbroker would probably have laughed at him.

But the Secret Service represented the federal power, an alien—almost an imperial—authority beyond the reach of native corruption. The pawnbroker had no wish to involve himself in a federal prosecution. He received Burns with a fawning cordiality, smiling, pop-eyed, and eager to assist Mr. Burns in getting any information that "Mr. Burns" might have need of.

He had been receiving the silver precipitate, he said, from a stranger who usually brought it to the pawnshop on a Saturday night, accepted a small advance on its value, and returned on the following Saturday to get the rest of his money—after the pawnbroker had disposed of the metal to the dealer who had been having it smelted by the Cooley Company.

Burns asked: "When is he due here again?"

The pawnbroker consulted his records. It appeared, from them, that the man ought to arrive on the following Saturday.

"All right," Burns said; "I'll be here, from now on, to watch for him. I have a man outside shadowing the place. I'll sit inside and have a look at your customer when he comes. You go ahead and buy the stuff, and

give him whatever advance he asks on it.

"Yes, Mr. Burns."

Burns did not use any finesse with the pawnbroker, or the metal dealer, and he did not take any precautions to prevent either one from betraying him—though they did not know that. He was aware that both had a wholesome respect for the government detective, and he was confident that both would be eager to assist the investigation in order to clear themselves of suspicion.

He spent the remainder of the week in the pawnshop, waiting patiently, talking the gossip of local politics, and acquiring expert information of the "inside" variety about the personnel and the methods of the gang that governed the community. Some of that information subsequently assisted him in putting their leader in the States penitentiary.

On Saturday night the expected customer arrived with a valise in which he had six hundred and fifty dollars' worth of silver precipitate. He did not notice Burns, who went outside—as soon as he was sure that was in the valise—and joined the operative who had been shadowing the shop.

Together they followed their "subject" when he came out; and trailed him to a dry-goods shop, where he was joined by a woman; and went with the pair to a vaudeville theatre; and then watched all night outside a rooming-house, where the couple spent the night.

At ten o'clock next morning, Sunday, they were all out on the street again. They dined in the same restaurant, and walked around till two, and enjoyed another vaudeville entertainment till five. The five-fifteen train took them to Cooley, where the man and the woman separated.

Burns trailed the man home. His assistant followed the woman.

That night Burns reported to the superintendent of the mint that he had located the employee of the Cooley Company who had been stealing precipitate of silver.

"Well," Fleischman said, "I'm satisfied from the chemical analysis that the stuff's not ours. But I'm free to say that it's hard to tell. They were probably satisfied that it was ours, and acted in good faith."

"No doubt," Burns replied; "but let me have the pleasure of breaking the glad news to Callingham. I owe him some return for the eager way he didn't help me when he thought it was silver from the mint."

When he appeared, next morning, in Callingham's office, the president rose to shake hands with him cordially. "I've got your man," Burns said. "His name is William Champion."

Callingham pressed a button. "Bring me the pay-roll," he ordered the clerk, and his voice was thick. He took the sheets with an agitated hand and glanced over them in apprehension. "He's here," he said; "and in that room, too!"

He has sold about three thousand dollars' worth of silver precipitate to date," Burns reported cheerfully, "and he has six hundred and fifty dollars' worth more in the pawnshop."

"What pawnshop?"

Burns told the whole story, from the time he had left the president's office with the samples until he had trailed Champion to his home.

"Let me call our superintendent," Callingham said, "and the local superintendent of the detective agency. I want you to talk to them."

"I don't mind talking to them; but I can tell you now," Burns predicted, "that the detective won't take any advice from me."

He sent out his summons for the two men.

"Mr. Burns," Callingham inquired, "would you mind telling me, now, how you know that it was our precipitate when you first came in here?"

"Yes," Burns answered; "that matter is confidential with the government."

"Oh!" Callingham thought it over. "Then," he asked, "tell me who told you that those samples were still at the works. I was certainly given to understand that they had been returned."

"That, too," Burns replied gravely, "I'm not in a position to divulge."

Callingham cleared his throat. "I've forgotten to ask you what is your charge for your work on this case?"

"You can't pay me a cent," Burns answered. "I'm paid by the government."

"Then," Callingham plunged, "what do you think we ought to do next?"

"Well," Burns cautioned him, "you want to be careful. If you arrest that man on insufficient evidence, and his lawyer learns that your own chemist originally reported that the silver came from the mint, Champion will stand a good chance in a suit for damages against you."

"That's true," Callingham agreed. "There was a case like that in Idaho!"

The superintendent of the Cooley works arrived—followed, in a moment, by the local superintendent of the Nick Carter sleuths. The latter was a large, impressive, dark man. He greeted Burns with professional reserve and heard the story of the theft with placidity. When he was asked, at last, what he proposed to do in the case, he replied: "We'll take it up at once. We'll not bother Mr. Burns any further. There's no necessity—no necessity at all. We'll take care of it."

"Just what will you do?" Burns inquired.

"Why, we're going to finish up the investigation. We'll take care of it."

"But what action are you going to take?" Burns prodded him. "What's your next move?"

"To arrest Champion."

"Right away?"

"Yes. There's the evidence against him. Plenty of it. Perfect."

Burns looked at Callingham.

"Mr. Burns," Callingham broke out, "I'm responsible for what ever is done in this investigation, and our company will have to pay the damages if we arrest Champion and fail to convict him. Never mind this man. Tell us what we ought to do."

"Well, in the first place," Burns said, "Champion steals this stuff when you have your clean-up. He takes it out of his pocket. Let him go ahead. Let him go back to it. Don't do anything different from what you have been doing right along. Immediately after the next clean-up, search his bucket without his knowing it. If the stuff isn't there, have two men lying in wait for him under the railroad bridge on his way home. They can accuse him of stealing a pocket-book, and search him for it. If he hasn't anything on him, he'll not know what you're after. If you find any on him, search his house—"

"Without a warrant!" the detective cut in.

"If you find stolen goods on him, you don't need a search-warrant. Go get a constable."

"The government may do that sort of thing—"

"All right," Burns said; "go ahead your own way."

Burns left town, for a week, on another case. While he was away, he read in the newspapers of the arrest of William Champion, of Cooley, for stealing silver from the smelting company; and the despatches spoke admiringly of the "clever work" done on the case by the Nick Carter Company's sleuths. But when Burns returned to town he found that Callingham had been sending frantic messages to the Secret Service office for him, and when

he saw Callingham, the distracted president explained:

"After you left, that idiot didn't wait to do anything you had advised. He went straight to the District Attorney's office to get a search warrant for Champion. The District Attorney's stenographer knows the Champions. She telephoned Mrs. Champion that a Nick Carter detective had been in the office, getting a warrant for Champion for stealing precipitate of silver. And when the detectives got to the house, they found Champion sick in bed—with fright—and not a trace of the stolen silver to be found anywhere. They haven't a speck of evidence but what you got yourself. What are we to do?"

"Employ some detective," Burns advised, "to go over the ground that I went over. Have him show this evidence to Champion's lawyer. Then tell him that you want to save the expense of a trial, and, if Champion will plead guilty, he'll be given only a jail sentence."

"And that's what was done," Burns concludes. "Champion got thirty days in jail for stealing three thousand dollars, and they recovered the six hundred and fifty dollars' worth of stuff that I had traced to the pawnshop."

## THE CHINESE SALT TAX.

Services of Sir Richard Dane Recognized.

Peking, April 30.

The Salt Administration has handed over 2,700,000 taels to the Chinese Government out of collections accumulated by the foreign banks. A sum of \$10,000,000 has been retained as being sufficient to meet all charges upon revenues of the Gabelle for a considerable period ahead. Provided that collections continue to be maintained at the present figure further surpluses will soon be available for the Government. Upon the existence of such surpluses, of course, will depend the prospects of the loan now under consideration by the Five-Power Group.

The Chinese are to be congratulated on the satisfactory revenue proceeding from the Salt Administration. Although pressure by the foreign Legations and the valuable work of Sir Richard Dane, the Administrator of the Gabelle, are mainly responsible, it is recognized that the loyal cooperation of the Chinese themselves, at many points, has largely contributed to the result. The payment of the present surplus, which is the first fruit of the reorganization under expert foreign advice, should encourage the Chinese to give the fullest trial to the reforms proposed by Sir Richard Dane. Nothing will go further to rehabilitate Chinese credit than evidence that the revenues of the country are susceptible to expansion under efficient direction.

While noting the improvement in the salt situation it is necessary to remember that the most sanguine estimates of the collections for the present year are still far short of the revenue as originally stated by the Chinese. The full revenue can only be available when the Government has complete mastery throughout the country and when the provincial financial system has been revolutionized. Nor must it be forgotten that the flow of revenue must entirely depend upon the continuance of tranquillity.

It is understood that the Government is making a substantial addition to the emoluments of Sir Richard Dane, and that his services will be recognized in a presidential order to be published forthwith.—Times Correspondent.



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AGENTS



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY MAY, 30 1914

## TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

### EMPRESS DISASTER.

#### HONGKONG PASSENGERS ABOARD.

[Reuter's Service To "The Telegraph."]

London, Received May 30.

The passengers on the ill-fated

Empress of Ireland include:

Mr. Cox, Edwards, of

Yokohama.

Mr. and Mrs. W. D. Graham,

of Hongkong.

[The Mr. Cox Edwards referred

to is, there seems no reason to

doubt, Mr. J. F. Cox Edwards,

formerly of the Hongkong and

Shanghai Bank in Hongkong, as

he recently left for home from

Yokohama.

Mr. W. D. Graham is the general

manager of Messrs. Wilkinson,

Haywood and Clark in Hongkong.

At the moment there is no news

as to whether either of the per-

sons mentioned have been saved.

There was a very strong rumour

in the town to-day and on the radio

course that the Chief Justice,

Sir William Rees Davies, and

Lady Rees Davies were passengers

on the s.s. Empress of Ireland.

The same rumour also states that

Mr. H. P. White was to have been

a passenger for home by the same

boat but missed it by two days.]

#### Survivors at Quebec.

Reuter's correspondent at Que-

bec states that 306 survivors from

the Empress of Ireland have

arrived there, comprising 29 first-

class passengers, 29 second-class

passengers, 101 steerage pas-

sengers, and 237 of the crew.

Thirty-seven left the train at

Rimouski.

#### 934 Probably Perished.

The revealed figures show that

there were 1,307 souls aboard the

ill-fated liner; hence 934 have

probably perished.

Captain Kendall is reported to

be dying from exposure.

#### Relief Train Derailed

A special relief train carrying

the survivors from the Empress

of Ireland became derailed short-

ly after leaving Rimouski. None

were injured.

#### Salvation Army Message.

"General" Bramwell Booth

has sent the following message

to the Salvationists at Toronto:

"Heart-stricken at your grief

through appalling disaster. As-

sure you of prayers of whole

Army."

#### Not Saved.

The list of the survivors does

not include the names of Sir

Henry Selton-Kerr, Mr. and Mrs.

Laurence Irving, Commissioner

and Mrs. Rees of the Salvation

Army, or Colonel Maidmont.

There were 160 Salvationists on

board, including the crack Cana-

dian band, and only twenty of

these were saved.

Many prominent English busi-

ness men are also missing.

#### World-wide Sympathy.

The disaster has evoked world-

wide sympathy. President Poin-

care has cabled to King George

his condolences, while the Minis-

ter of Navy, M. Viviani has wired

to Mr. Churchill expressing the

grief felt by the French Navy.

#### Canadian Opinion.

Reuter's correspondent at Ot-

tawa states that in the House of

Commons, Mr. Borden said it was

appalling that a ship with 1,300

passengers on board, only a few

hours from Quebec, should sink

in ten minutes, apparently the

accident was unpreventable by

any means that could be devised

for the safety of navigation.

Sir Wilfred Laurier recalled

that this was the third accident

on the St. Lawrence river since it

was opened for navigation.

The papers dwell on the pro-

foundly disquieting fact that such

a disaster should be possible

with a liner whose equipment

and navigation were irreproach-

able.

## SPECIAL CABLES.

(Special Pacific Service to the "Telegraph" - Reuter.)

### CHINA'S NEW COUNCIL.

#### CAUSTIC CRITICISM FROM CHINESE AND MANCHUS.

Peking, Received May 30.  
The vernacular papers term the Tsanohgyuan "the  
council for conservative officials." They consider that the  
Council is ornamental but does not represent the people,  
as did the abolished Senate.

Most of the members are over 60 years of age, and  
many have telegraphed their resignations on various pre-  
texts. The papers estimate that only some 40 will take up  
their posts.

A Manchu paper at Tientsin treats the Tsanohgyuan  
as a farce, and advises former officials to "wash their  
hands and change their hearts" in order to avoid ruining  
the Republic.

### JAPANESE NAVAL SCANDAL.

#### COURT MARTIAL SENTENCES.

Tokyo, Received May 30.  
The sentences of the Court Martial on the naval  
scandals are:—Admiral Matsumoto, three years' penal  
servitude and the restitution of Yen 409,800; Captain  
Sawasaki, one year's penal servitude and the restitution of  
Yen 11,500. Constructor Suzuki is acquitted.

## TELEGRAMS.

### AMERICAN BATTLESHIPS.

#### A GREEK DENIAL.

[Reuter's Service To "The Telegraph."]

London, Received May 30.

Reuter's correspondent at

Athens states that it is denied

that Greece is negotiating for the

purchase of the American battle-

ships Mississippi and Idaho.

### ASIATIC EXCLUSION.

London, Received May 30.

The Daily Mail correspondent

at Christchurch states that the

Government will introduce in

June legislation prohibiting the

immigration of Asiatics.

### THE GYMKHANA.

The second gymkhana of the

season was held at Happy Valley

this afternoon. There was a fair

attendance present, despite the

threatening weather. It looked

very much like rain before the

first race, but fortunately the

weather held up. His Excellency

the Governor was among those

present. The results at the time

of going to press were:

Three Quarter Mile Race.—For

Subscription Grifflins of the Se-

son 1913-1914 which have not

won an Official Race. Weight

for inches as per scale. Winners

on Off Day and First Gymk-

hana of one race 5 lbs. extra, two

or more races 10 lbs. extra. En-

trance fee \$5. 1st Prize: \$150.

2nd Prize: \$75. 3rd Prize:

\$35.

Dr. Forsyth's, Lorenzo (late

Arravand), 160 lb. (Mr. Pope) 1

Mr. B. Watson's, Brympton, 160

lb. (Mr. Knoll) 2

Messrs. Lowe and Hickman's

Dunin, 155 lbs. (Mr. Hickman) 3

Mr. H. C. Gray's, Springwood,

152 lbs. (Mr. Galk) 0

Mr. Norman's, Brown Boy,

160 lbs. (Mr. G-ga) 0

Mr. Billiards', Fluko, 140

lbs. (Mr. Hastings) 0

Sir Henry May's, Pifforthie,

149 lbs. (Mr. Sedgwick) 0

Dunin bolted before the start

and caused considerable delay,

Hickman being unable to pull him

up until he had got half way

round the course. He then com-

pleted the course to join the pon-

ies. When the flag fell Brympton

Brown Boy and Dunin led the

field with Lorenzo last. Rising

the hill, Dunin went to the front

and was followed by Brympton and Brown

Boy. The same order was

maintained round the vil-

lage bend, where Lorenzo

ran up to fourth place, close up

with the leading trio. In the

straight Dunin led, but rounding

the bend was challenged by

Brympton who in turn was

challenged by Lorenzo. At the

distance post it was obvious that

Dunin was beaten. Brympton

followed by Brympton and Brown

Boy. The same order was

maintained round the vil-

lage bend, where Lorenzo

ran up to fourth place, close up

with the leading trio. In the

straight Dunin led, but rounding

the bend was challenged by

Brympton who in turn was

challenged by Lorenzo. At the

distance post it was obvious that

Dunin was beaten. Brympton

gaily raced on but could

make no impression upon Loren-

zo, who won by two lengths, one

length and a half separating

second and third. Time:—1 min.

36.3 5 seconds.

Dividends:—

Winner:—\$274.50.

Places:—1st, \$15; 2nd,

\$12 30; 3rd, \$7.10.

Cash Sweep:—

Ticket No. 6 1st, \$352.80

3 2nd, \$100.80

5 3rd, \$50.40

Commission 56.00

Total...\$560.00

Tent Pegging in Pairs.—Two

runs. Competitors must be

mounted on China Ponies. Two

small cups to be presented to the

winning Pair at each competition

and at the conclusion of the

Season a Trophy will be given to

the Pair scoring the highest

aggregate of points all meetings

included. To provide for sickness

or absence from the Colony a new

member may be introduced into a

Pair in one competition but not

more. In order to win the Aggre-

gate Trophy the same Pair must

have competed in not less than

four competitions. Any Pair

whether competing for the Trophy

or not may compete for the small

cups. Entrance free.

The Committee of the Gymk-

hana Club will appoint a Judge

whose decision shall be final. In

the case of illness or absence of

any Judge appointed the Com-

mittee shall appoint a substitute.

Marks to Date.

Capt. Hattersley-Smith and

Mr. W. H. Hastings... 34

Capt. C. V. de G. Edye and

Mr. W. G. Rawlinson... 28

Mr. W. B. Elwes and Mr. O. U.

Clarke... 18

Mr. R. F. C. Master and Mr.

H. F. Hickman... 17

Mr. A. W. Bateson and Mr. T.

E. Biedee... 17

Lieut. D. McGillevie and

Lieut. R. K. C. Pope... 15

Mr. O. H. Blason and Mr. A.

David... 11

Result.

Mr. C. Lawler and Mr. R.

F. C. Master 32 pts... 1

Lieut. D. McGillevie and

Lieut. R. K. C. Pope 23 pts. 2

Mr. T. W. Thicketts and

Mr. W. H. Hastings 18 pts. 3

## LAUNCH AT KOWLOON.

Successful Launching of the  
Senang.

This morning a very success-  
ful launch of the s.s. Senang,  
which is being built for the  
Seng Steamship Co., took place  
at the Hongkong and Whampoa  
Dock Company's Yard, where the  
vessel is being built. There was  
a fair company present, including  
Capt. and Mrs. Kockx, the lady  
performing the launching cere-  
mony. Messrs. S. H. Dodwell,  
R. M. Dyer, G. Caldwell, C. D.  
Sil s, Mr. and Mrs. Ebrnfels,  
Miss Elsie, Capt. Danbar, Mr.  
J. Lambert (Lloyd's Surveyor), J.  
W. Graham, Capt. Hall, J.  
Findlay Miller, Hall, Russell, D.  
MacDonald, Capt. Arthur, Paton,  
Abbey and Barrett, Mrs. Liv-  
bert, Miss Lambert and Mrs.  
Squair, Mrs. Moberly, Mr. and  
Mrs. Brownell and Mr. von Meines.  
The Senang was sent on her  
way by Mrs. Kockx who, as she  
broke the bottle of champagne  
over the bows, said, "God zegene  
U"—"God bless you," and amid  
the firing of crackers and the  
cheers of the onlookers the vessel  
gladly took the water.

An adjournment was then made  
to the drawing office where the  
chairman of the Dock Company,  
Mr. S. H. Dodwell, asked the  
company to join with him in drink-  
ing to the success of the vessel and  
prosperity to her owners. He was  
proud to say that the vessel's  
number in the building book  
of the company was 535.  
She was, however, the first vessel  
of that type that the company  
had built for the trade  
between the China coast and the  
Straits. She had been built to the  
design and under the superin-  
tendence of Capt. Kockx and was  
of Lloyd's highest class. The com-  
pany had put their best work  
into her and he hoped she would  
be as satisfactory to the owners as  
she was to them. They were build-  
ing two similar steamers and he  
hoped they would be the forerun-  
ners of many more.

Capt. Kockx, in returning  
thanks on behalf of the  
owners, also thanked them for  
asking his wife to christen the  
boat which was the first ocean  
going steamer constructed in  
Hongkong for the Seng Steam-  
ship Co. He expressed the hope  
that she would be but one of  
many similar boats to be con-  
structed by that well equipped  
yard and also paid a tribute to the  
valuable assistance that had been  
given him in the work of  
designing by Mr. Gregson Bro-  
well, and asked them to join in  
drinking the health of the  
Company.

Mr. Dyer thanked those present  
for the way in which they had  
received the toast and presented  
Mrs. Kockx with a wristlet watch,  
for which Capt. Kockx returned  
thanks.

Mr. de Reus, the Dutch Consul  
General, remarked that this was  
the first ocean going boat which  
had been built at Kowloon for the  
company. Some time ago he  
remembered that there had been  
some launches built, but this was  
the first order for an ocean going  
boat that had come from  
Netherlands India. The name  
"Senang" meant "The Propitious"  
and he hoped that the name would  
prove a good one for the first  
Dutch ship which had been  
built here. Trade in the Archi-  
pelago was extending every day,  
more and more, and Hong Kong  
being at the very door it seemed  
very fitting to come here for ships,  
not only on account of efficiency  
but for other economic reasons.



## FAR EASTERN NAVAL SQUADRONS

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

A	Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
	Aerity	Despatch-boat	1,700	12	2,000	Comdr. A. Coochrane	Cruising
	Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
	Brantley	Gunboat	710	2	900	Lt.-Com. V. R. Brandon	Hongkong
	Britannia	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Yangtze
	Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
	Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
	Cholmer	T. B. Destroyer	590	—	7,550	Lt.-Com. U. T. England	Hongkong
	Ohio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Penang
	Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Wei-haiwei
	Jed	Torpedo boat destroyer	616	—	1,200	Lt.-Com. G. A. Mullock	Hongkong
	Kinsha	River gunboat	—	—	—	Lt.-Com. H. Marryatt	Yangtze
	Kennett	Torpedo boat destroyer	—	—	—	Lt.-Com. Biddam Whitham	Hongkong
	Merlin	Surveying ship	1,010	—	—	Lt.-Com. C. J. Gibson	Labuan
	Minotaur	1st class cruiser	11,600	—	27,000	Capt. E. B. Kiddle	Wei-haiwei
	Moorehead	River gunboat	180	—	800	Lt.-Com. Alan Dixon	Hongkong
	Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Wei-haiwei
	Nightingale	River gunboat	85	—	240	Lt.-Com. M. Murray	Yangtze
	Ribble	Torpedo boat destroyer	590	—	7,500	R.W. Wilkinson	Wei-haiwei
	Robin	River gunboat	85	—	240	Lt.-Com. M. Nash	West River
	Rosario	Depot ship for submarines	930	—	1,400	Lt.-Com. R. Oromie	Canton
	Sandpiper	River gunboat	85	—	240	Lt.-Com. S. Hutton	West River
	Suip	River gunboat	85	—	240	Lt.-Com. Maurice Leslie	Yangtze
	Taku	Torpedo boat destroyer	350	—	6,000	Gunner W. H. Blackwood	Hongkong
	Teal	River gunboat	180	—	800	Lt.-Com. Guy Stopford	Yangtze
	Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell	Swatow
	Triumph	Receiving Ship	11,915	—	12,500	Capt. P. Streatfield	Hongkong
	Tamar	Torpedo boat destroyer	590	—	7,500	Comdr. Anstruther	Hongkong
	Jak	Torpedo boat destroyer	355	—	6,300	Lt.-Com. H. Maxwell	Wei-haiwei
	Virago	Torpedo boat destroyer	590	—	7,500	Com. Seymour	Wei-haiwei
	Wellington	Torpedo boat destroyer	350	—	5,000	Lt.-Com. R. Neville	Wei-haiwei
	Whiting	Gunboat	135	—	800	Lt.-Com. J. C. Borrett	Yangtze
	Widgeon	Gunboat	150	—	500	Lt.-Com. M. Lloyd	Yangtze
	Woodcock	Gunboat	150	—	500	Lt.-Com. Pope	Hongkong
	Woodlark	Gunboat	150	—	500	Lt.-Com. McGillivray	Hongkong
	C. 36	—	—	—	—	Lt.-Com. J. G. Gimes	Hongkong
	C. 37	—	—	—	—	Lt.-Com. Handley	West River
	C. 38	—	—	—	—	Lt.-Com. T. Barton	Hongkong
	T. B. 035	—	—	—	—	Lt.-Com. Nicol	West River
	T. B. 036	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong
	T. B. 037	—	—	—	—	—	—
	T. B. 038	—	—	—	—	—	—

\* Flagship of Admiral Jernam, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

## FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix **	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kléber	Armoured cruiser	9,700	12	19,600	Capt. Gours	Hongkong
Decade	Gunboat	645	10	1,000	Lieut. Vaudier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	599	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree, Gunboat	—	—	—	—	Lieut. Dupuy Duteamp	Tohohg-kin
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	Submarine	—	—	—	Lieut. Boleux	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Heriville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistole	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	—
Mouche	Surveying-ship	1,825	10	9,000	Com. Voisin	Saigon
* Fla ship of Comodoro Boucicaut, Commanding the local defence Indo-China.						

## UNITED STATES VESSELS:

A	Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
	Submarine	—	—	—	—	Ensign G. Bradford	Cavite
	—	—	—	—	—	Ensign J. R. Mann	—
	—	—	—	—	—	Ensign H. L. Bahel Daffer	—
	—	—	—	—	—	Ensign R. L. Wood	—
	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising	—
	Torpedo boat des.	420	7	3,000	Lieut. R. A. Spruance	Cavite	—
	Torpedo boat des.	420	7	3,000	Lieut. O. S. Keller	Cavite	—
	Gunboat	243	8	250	Ensign W. L. Beck	Canton	—
	Torpedo boat destroyer	420	7	3,000	Lt. J. C. Jennings	Cavite	—
	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising	—
	Torpedo boat destroyer	420	7	3,000	Lt. V. E. Colman	Cavite	—
	Torpedo boat destroyer	420	7	3,000	Lt. E. Durr	Cavite	—
	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai	—
	Gunboat	1,392	8	1,988	Com. G. R. Harrell	Shanghai	—
	Station ship	1,900	8	1,100	Lieut. V. R. Lowe	Cavite	—
	Monitor	3,980	6	3,000	Lt. Y. Rosenthal	Olongap	—
	Monitor	4,084	4	5,277	—	—	—
	Sea going tug	854	2	1,600	Ensign P. J. Peyton	Cavite	—
	Repair ship	3,085	—	—	—	—	—
	River boat	—	—	—	Lt.-Com. O. W. Coles	Canton	—
	Gunboat	—	—	—	Com. P. Babin	Hongkong	—
	Flagship	—	—	—	J. H. Dayton	Shanghai	—
	Gunboat	—	—	—	Com. R. H. Leigh	—	—
	Gunboat	—	—	—	Lt. G. W. Heise	—	—

## MARKET PRICES.

Hongkong, May 25, 1914.

## BUTCHER MEAT

Meat	Price
Beef Sirloin & Prime Out, — Mei Lung Pa	lb. 19
" Corned, — Ham, — gau Yuk	18
" Roast, — Shin	19
" Breast, — Ngu Lam	14
" Soup, — Tong Yuk	15
" Steak, — Ngu Yuk Pa	19
" do, — Sirloin Ngu Lau	30
" Sausages, — Ngu Ohang	20
Bullock's Brains, — Know	per set 10
" Tongue fresh, — Ngu Li	each 60
" Corned, — Ham Ngu Li	80
" Head, — Ngu Tan	80
" Heart, — Ngu Sum	14
" Hump, Salt, — Ngu Kin	19
" Feet, — Ngu Kaki	18
" Kidneys, — Ngu Y	10
" Tail, — Ngu Mei	10
" Liver, — Ngu Kon	18
" Tripe (undressed), — Ngu To	14
Calves Head & Feet, — Ngu Chai-lau-kark	set 8
Mutton Chop, — Young Pei Kwat	lb. 21
" Leg, — Young Pei	25
" Shoulder, — Young Shan	25
Pigs Chittlings, — Chu Ohang	24
" Brains, — Chu Know	per set 27
" Feet, — Chu Kark	lb. 2
" Fry, — Chu Ohak	12
" Head, — Chu Tau	3
" Heart, — Chu Sum	each 18
" Kidneys, — Chu Yiu	each 10
" Liver, — Chu Con	lb. 8
Pork Chop, — Chu Pai Kwat	24
" Corned, — Ham Chu Yuk	23
" Fat or Lard, — Chu Yau	27
" Fat or Lard, — Chu Yau	24
Sheep Head and Feet, — Tau Kark	set 70
" Heart, — Young Sum	each 7
" Kidneys, — Young Yiu	10
" Liver, — Young Con	lb. 25
Sucking Pigs, To Order, — Chu Cha	22
Suet, Beef, — Sang Ngu Yau	18
" Mutton, — Sang Young Yau	24
" Veal, — Ngu Chai Yuk	19
" Sausages, — Ngu Chai Cheung	20

## 肉食

## FRUITS.

Fruit	Price
Almonds, — Hung Yau	lb. 35
Apples (California) — Kam San Ping Kho	18
" (Chefoo) — Tin Chun Ping Kho	18
" Small, — Hoi Tong	—
" Custard, — Fan Lai Chi	each
Bananas, fragrant, Canton, — San Shing Hong Chiu	lb. 4
" (brides), Macao, — San Heng Chiu	4
Chestnuts, Chinese, — Foong Lai	15
Carambola, — Young Tuo	—
Cocoanuts, — Yeh Tse	each 12
Lemons, China, — Ning Moong	lb. 8
" America, — Kam San Ning Moon	30
Lichees Dried, — Lai Chi, small Stone	—
" Fresh	—
Limes, (Sai Gon) — Sai Kung Ning Moong	each 18
Mango, Manila, — Lai Sung Mong	—
Mangosteens, — San Chuk Tse	doz 8
Oranges, (Canton) — San-shing Tim Ching	lb 15
" Sweet	—
Pears, (American) — San Shoo Lay	14
" (Canton), Cookin	12
Peanuts, — Fa Sang	—
Perseimons Large, — Hung Chiu	—
Pine-apples, 1st quality, — Poon Ti Paw Law	each
" 2nd — Chung-tang Paw Law	—
Plantain, — Tai Chau	lb 6
Plums, — Swatow, Hung Lai	20
Pumpkins, — Ohim Lo Yau	each
" Shanghai, — Lo Kwat	15
Walnuts, — Hop Tuo	lb
" Green, — Sang Hop Tuo	—
Water Melon, — (Am.) Kam San Sai Kwa	each
" (China) Sai Kwa	—
Grapes, — Sang Po Tai Tse	lb

## 菓子

## POULTRY.

Poultry	Price
Duck, — Kai Chai	lb 30
Ostrich, Large, Small, — Sin Kai	30
Chicks, — Ap	24
Doves, — Pan Kau	each 18
Eggs, Hen, — Kai Tan	per doz 20
Fowls, Canton, — Kai	lb 34
" Hainan, — Hoi Nam Kai	30
" Geese, — Ngai	24
" Wild, — Shang-ho Yea Ngai	—
Goats, — Wong Keng	each
Hare, Shanghai, — Tu Chai	—
Partridge, — Che Khoo	—
Pheasant, — Shan Kai	poir
Pigeons, Canton, — Pak Kip	each 30
" Hoihow, — Hoi How Pak Kip	—
Quail, — Um Chum	24
Rice Birds, — Wo Fa Chien	dozen 20
Snipe, — Se Choy	each 20
Turkeys, Cook, — Phor Kai Kung	lb 55
" Hen, — Na	44
Wild Ducks, Shanghai, — Sang-hoi Sai Ap	—
" — Sai Ap Chai	—
" Ducks Canton, — Sang Shing Sai Ap	—

## 生口

## VEGETABLES, &amp;c.

Vegetables	Price
Artichokes, Shanghai, — Sheung-Lai Ah Chi	lb 8
Beans, (French), Macao, — Oh Moou Pin Tau	10
" (French) Shanghai, — Sheung Hai Pin	—
" Tau	—
" Sprout, — Ah Cho	—
" Long, — Tau Ko	8
Beet Root, — Hung Choi Tau	—
Brinjals, Green, — Ching Yuan	each 6
" Red, — Hung Ker	10
Cabbage, Chinese, com, — Kai Choy	—
Cabbage Red, — Hung Yeh Choy	10
Cabbage, Shanghai, — Yeh Choy	—
Cane Shoots, bunch, — Kau Shan	lb 12
Cauliflower, Large size, — Tai Yeh Cho Fa	each
" Medium size, — Cheung Yeh Cho Fa	—
" Small size, — Sai Yen Choy Fa	—
Carrots, — Kam Shum	lb 8
Celery, Chinese, — Tong Kan Choy	10
" English, — Young Kan Choy	5
Chillies Dried, — Gon Lat Chiu	30
" Red, — Hung Far Chiu	18
" Green, — Ching Lat Chiu	18
Curry Stuffs, English, — Kar Lee Chu Lin	10
Cucumbers, — Ching Kwa	8
Bitter Squash, — Fu Kwa	10
Garlic, — Que Tau	8
Ginger, young, — Sun Tse Keung	8
" old, — Lo Keung	10
Horse Radish, Shanghai, — Lik Kan	18
Indian Corn, — Suk Mai	each 5
Lettuce, — Young Sang Choy	1
Water Chestnuts, — Ma Tai	lb 6
" Mandarin, — Kwai Lam Ma Tai	8
Mushrooms, Fresh, — Sang Oh Koo	30
Mush Melon, Amer., — Kam San Hong Kwa	each
Okros, —	lb 12
Onions Bombay, — Young Chong Tau	8
" Green, — Sang Chong	8
" Shanghai, — Sang-hoi Chong Tau	—
Papaya, 1st qual, — Tai Man Sau Kwa	each
" 2nd — Chung	—
Paraley, — Kun Cho	8
Green Peas, — Ching Tan	lb 3
Potatoes, Sweet, — Fan Shu	—
" Shanghai, — Sang-hoi Shu Tau	—
" Japan, — Yut Poon Shu Tau	—
" American, — Fa Ki Shu Tau	10
" Foochow, — Fco-show Shu Tau	8
Pumpkin, — Tong Kwa	—
Radish, — Hung Lo Pak Tai	5
Rhubarb (Fresh), — Tai Wong	12
Sage, — Tse So	—
Shallots, — Gon Ching Tau	8
Spinach, — Yin Choy	—
Tomatoes, — Fan Ker	6
" Yau Tau	—
" Punik, (Long), — Lo Pak	—
" English, — Young Lo Pak	—
Vegetable Marrow, — Chit Kwa	2
" (American), — Kam San Chit Kwa	6
Water Cress, — Sai Young Choy	—
" Lily root, — Lin Ngau	—
Yams, — Ts Shin	—

## 菜蔬

## 海味

Seafood	Price
Barbel, — Ka Yu	lb 11
Bream, — Bin Yu	16
Canton Fresh Water Fish, — Hoi Sin Yu	14
Carp, — Li Yu	22
Codfish, — Chik Yu	15
Codfish, — Man Yu	16
Crabs, — Hai	20
Cuttle Fish, — Muk Yu	12
Dab, — Si Mang Yu	13
Dace, — Wong Mei Lun	8
Dogfish, — Tit Tu Se	7
Eels, Congor, — Hoi Man	10
" Fresh water, — Tam Sin Yu	16
Eels, Yellow, — Wong Sin	30
Frogs, — Tien Kai	30
Gardons, — Set Pan	45
Gudgeon, — Pak Kap Yu	15
Herring, — Tse Pak	24
Halibut, — Chong Kwan Kip	24
Labrus, — Wong Fa Yu	17
Loach, — Wu Yu	24
Lobsters, — Lung Ha	23
Mackerel, — Chi Yu	23
Monk Fish, — Mong Yu	23
Mullet, — Chai Yu	23
Oysters, — Sang Hoo	25
Parrotfish, — Kai Kung Yu	14
Perch, — Tan Loo	15
Pike, — Fa Paw Pong	8
Plaice, — Pan Yu	16
Pomfret, Black, — Hak Chong	22
Pomfret, White, — Pak Chong	30
Prawns, — Ming Ha	30
Ray, — Lai Fa Yu	20
Rock Fish, — Sak Ka Kung	12
Sardines, — Chiu Yu	14

The prices necessarily vary from day to day, and the Board has no power to compel holders to sell at the prices quoted.

E. W. HAMILTON.



## DRAGON BOAT FESTIVAL.

Shaokwan Carries Off the  
Racing Honours.

There was a great pilgrimage to Aberdeen yesterday to witness the time-honoured boat races held in celebration of the Dragon Boat Festival. From early forenoon until well on into the afternoon all manner of craft put in at the picturesque little harbour, and by the time the contests began the fairway on either side was lined by steam launches, motor-boats, yachts, junks and sampans, the occupants of which evinced the keenest interest in the proceedings. There were many European spectators, while large numbers of Chinese came by launch from the various dockyard establishments of the Colony, which had shut down for the afternoon. Many of the launches were decorated for the occasion, while the numerous fishing craft drawn up on either side flew flags characteristically Chinese both in shape and gaudiness of colour. The sight was certainly one of striking brilliancy, and its picturesque character was added to on the appearance of the rival dragon boats. This year there were no fewer than six of these craft—much larger number than usual. They were of typical design—long, narrow, rakish boats, each with its gaily-coloured dragon's head at the bow. They varied in length from 83 feet to 93 feet, and the crews, seated in pairs, each with a short paddle, ranged between 50 and 70 in number. In addition to the actual oarsmen, each boat carried two or three other men, to whom were assigned various duties. One had charge of a big drum by the beating of which he set the stroke-time for the rowers, while another, standing in the middle of the boat, indicated, by means of a fan in each hand, the course to be steered by the men at the oars.

The number of boats competing this year was exactly double that of 1913. Shaokwan was especially well represented, sending no fewer than three crews, while one boat each also came from Lamma Island, Apichau and Tia Wan (Aberdeen). There was the keenest rivalry between the several crews, who worked themselves up to great heights of excitement when the races were in progress. There was, however, relatively little enthusiasm shown by the onlookers, but this may be accounted for by the fact that the Aberdeen crew were absolutely out of the running, practically all the prizes going to visiting boats. It may here be explained that the dragon boats, which only come out once a year, are the property of the fishermen who make the several villages represented their headquarters, and they are manned by members of the crews of the several fishing fleets, being chosen by the masters of the fishing boats. There is no limit to the length of the boat nor the size of the crew, members of which may be changed at will, even in the heats of a single competition.

The races held yesterday were over a course which extended from the western entrance buoy to a point opposite the Police Station, a distance of close on half a mile. Prior to the final races, for money prizes given by His Excellency the Governor, there were a number of preliminary contests for presents of wine and pork subscribed for by the *Katfong* (elders) of Aberdeen. It was about 3.30 p.m. when the Government launch *Victoria* steamed into the little harbour, having on board His Excellency the Governor, Lady May, the Misses May, Capt. Alison, A.D.C., and Colonel Brown O.R.E. Everything was then made ready for the main races, and in view of the large number of boats competing it was decided to divide the crews into two heats. Police Sergeant Brad, superintended the keeping of the course and acted as official starter, while Inspector Gordon, at the other end was judge. In the first heat the crew from Lamma Island came in first, after a sharp tussle; but it was the second heat which produced the greatest excitement. Two of the Shaokwan boats—Nos. 4 and 5—grimly fought out the issue, to the accompaniment of gong and drum beating, cheering and shouting,

## SPECIAL CABLES.

(From Our Own Correspondent).

## INTERPORT TENNIS.

Shanghai Beat Hongkong in Doubles.

Shanghai, Received May 29.  
In the Tennis Doubles Tournament and Elmore (Shanghai) beat Hancock and Green (Hongkong), by three sets to love, the scores being:—8-6, 6-2, 7-5.  
The Hongkong players are returning by the Empress of Asia, which arrives at Shanghai on the 30th inst.

## SANITARY BOARD.

The Orders of the day for Tuesday's meeting of the Sanitary Board are:—

Minute by the President of the Sanitary Board relative to the Estimates for 1915.

Minute by the President of the Sanitary Board relative to the leave of Sanitary Inspectors during 1914-1915.

Correspondence relative to the Hat Pui Lung Chinese Cemetery. Application for permission to erect two water closets and two urinals at St. George's Buildings, Marine Lot No. 236.

Limewashing return for the fortnight ending 12th May, 1914.

Mortality return for the week ending 10th May, 1914.

Mortality return for Macao for the weeks ending 10th and 17th May, 1914.

Rat return for the weeks ending 18th and 23rd May, 1914.

## "THE MAN FACTORY"

The current copy of the *Canton News Letter*, issued by the Canton Christian College is more than usually interesting. It shows, alike by letter press and illustration, the progress made by the School during the past four years. There are now 410 students on the roll and the College, with its affiliated schools, is apparently doing a work that is worth assisting. We make one quotation from the little journal:—"Chung Wing Kwong, Dean of the Canton Christian College, while Commissioner of Education for the province of Kwangtung, said: 'The Government can do little to advance its education until our College produces the men qualified to establish a real system of public education.' For this reason the College is sometimes spoken of in Chinese as 'The Man Factory.'

and when the course was covered a dead heat was declared. Then the two Shaokwan crews and that from Lamma Island tried conclusions in the final heat, the result being:—1st, Shaokwan No. 5 crew; 2nd, Shaokwan No. 4 crew; 3rd, Lamma Island crew. The winning boat got home by half a length, while only a few feet separated second and third. At the close of the race there was some feeling shown by the Lamma crew, who bitterly protested that their boat was fouled by the winners; they even went so far as to approach His Excellency the Governor on the matter, but eventually their feelings were calmed down. A consolation race afterwards took place between the Aberdeen, Apichau and Lamma boats, the last named securing the prize. It was a day of great excitement for Aberdeen, and all who made the trip to the little fishing village will long remember the occasion.

Finance at Loehokow.  
At Loehokow a certain type of rough face cash notes are generally used but in other places these Government bills are not freely accepted. The Civil Governor of Hupeh therefore on the 19th instant issued an order making their use compulsory throughout the province and stating that the Government would accept them in payment of taxes. It is hoped in that way partially to relieve the financial position at Loehokow.

## ALLEGED SUICIDE.

Man Found Hanged at Seamen's Institute.

Mr. J. R. Wood, at the Police Court, this morning, held an inquiry into the circumstances surrounding the death of Fernando Valera, a native of Porto Rico, who was found hanging in a closet at the Seamen's Institute, Wanchai, on the 14th inst. Deceased had been employed in the Chinese customs at Canton.

A boy employed at the institute said he found the body of the deceased hanging.

Dr. James Drummond said he was living at the Seamen's Institute, Wanchai. He knew the deceased as a resident at the institute. About 2.45 in the afternoon he was told of what had happened and on going to a w.c. he found the deceased hanging by the neck from one of the cistern supports. The man was quite dead and he was of the opinion that he had been dead for at least two hours. He did not disturb the body at all. The body was still warm. He did not suspect foul play of any kind.

Inspector McHardy: Didn't you as a doctor think it your duty to cut the body down when it was warm?

Witness: No.  
His Worship: I think he did quite right. The body was dead?

Witness: Yes.  
Inspector McHardy deposed to finding the body hanging in the w.c. about 3 p.m. The deceased's feet were three inches from the ground. With the assistance of the last witness he cut the body down. He was quite dead, the body being cold. The body was taken to the public mortuary. There were no suspicious circumstances whatever. It was quite possible for the man to have hanged himself. The door of the closet was open, he had not to force his way in.

William Davies, the manager of the institute, said the deceased came to the institute on May 12. The board and lodging of the deceased was guaranteed by the Hongkong Ladies' Benevolent Society. He knew nothing about the occurrence. As far as he knew the man had neither friends nor enemies in the institute. He had no reason to suspect foul play. Witness was absent from the institute on the morning of May 14.

Mrs. Davies said she was informed of the occurrence about 2.45 p.m. and she at once sent for Dr. Drummond and the police. There were about half a dozen residents of the institute at the time. She had no reason to suspect foul play. She was informed of the death by a Chinese boy.

P. C. Swan spoke to identifying the body at the mortuary.  
Dr. McKeown, of the Public Mortuary, could not appear so the inquiry was adjourned.

Charted Patch of Rock.  
Notice is given that a small patch of flat rock covered by 7 feet of water at L. W. S. T. exists in Canton Harbour, approximately 400 feet from the Fat Band. From the centre of the patch the tower of the English Church near the Western end of Shamsen Island, bears N. 11 deg. E. magnetic distant 1700 feet. On or about June 2, the northern extremity of the patch will be temporarily buoyed with a small black conical buoy, exhibiting a fixed green light from sunset to sunrise, and marking the port side of the channel for inward bound vessels.

## DAIRY FARM NEWS.

## BUTTER. BUTTER.

WE HAVE RECEIVED A

NEW SHIPMENT OF

## DAISY BUTTER

Absolutely the best table butter  
in the Colony.

## Consignee

NOTICE TO CONSIGNEES,  
FROM SHANGHAI, KOBE,  
AND MUJI.

THE Steamship

"GREGORY APCAR,"  
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.  
Agents.  
Hongkong, 28th May, 1914. [585]

## Notices

## BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for Public Business on MONDAY and WEDNESDAY the 1st and 3rd proximo. Hongkong, 28th May, 1914.

## NOTICE

NOTICE is hereby given that the business and goodwill of the Firm of Arthur Nilsson & Company carried on by Wei A. Yuk at York Building, Chater Road, Hongkong under the style or Firm name of "Arthur Nilsson & Company" has this day been acquired by A.B. THE SWEDISH TRADING COMPANY in China (Limited), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden. Dated this 23rd day of May 1914.

A.B. THE SWEDISH TRADING CO. IN CHINA (Ltd.)  
A. NILSSON,  
Managing Director.

## NOTICE

We have this day removed our office from Queen's Building to York Building (Top Floor), Chater Road.

A.B. THE SWEDISH TRADING CO. IN CHINA (Ltd.)  
(Incorporated in Sweden)  
A. NILSSON,  
Managing Director.  
Hongkong, May 23rd, 1914.

## NOTICE

REDUCTION IN PRICE  
OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors,  
GEORGE CUNY,  
Local Secretary.  
Hongkong, 21st May, 1914.

## SINGON &amp; CO.

Established A.D. 1880.  
IRON, STEEL, METAL and HARDWARE MERCHANTS: Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 33 and 35, King Loong Street, (2nd Street, west of Central Market) Telephone No. 515.

## MACKINTOSH

&amp; CO., LTD.

SHAPE	No.	SHAPE	No.
60	1 3/4 inch	63	1 1/4 inch
back	1 inch	back	1 inch
Front	1 inch	Front	1 inch
\$4.50	per dozen	\$4.50	per dozen

Low enough in front for COMFORT.  
High enough at back to appear above coat collar

16 DES VŒUX ROAD. 61

## WM. POWELL, LTD.

TEL. 346.

## "SAXONE"

## BOOTS AND SHOES

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## GENTLEMEN.

(HIGH GRADE RELIABLE FOOTWEAR).

WM. POWELL, LTD. Sole Agents SAXONE SHOE CO., LTD.

J. ULLMANN &amp; CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES &amp; GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

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## ANDERSON MUSIC CO., LTD.

THE "ALLISON" ENGLISH  
PIANO.

## HIGH CLASS INSTRUMENT

AT THE

[PRICE OF A CHEAP ONE.]

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A ROYAL DRINK

"KING GEORGE IV"

LIQUEUR WHISKY

THE D.O. &amp; CO. LTD. EDINBURGH.

"THE - - -"  
TOP NOTCH

ONE STANDARD

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UNDER BOND AT  
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## Shipping

CANADIAN PACIFIC  
ROYAL MAIL.  
STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Asia 10th June.	Alsation 2nd July
Empress of Japan 25th June.	Empress of Ireland 23rd July
Monteagle 1st July.	Victoria 4th Aug.

All Steamships leave Hongkong at noon.  
The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.  
"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

"MONTAGLE," Intermediate service, via Canadian Atlantic port, £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.  
Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between  
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walter, will be despatched for SHANGHAI, KOBE & MOJI, on 7th June.

S.S. "Takada," 6,800 tons, Capt. J. R. O'Sullivan, will be despatched for KOBE & MOJI on 16th June.

## WESTWARD.

S.S. "C. Apar," 4,400 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd June.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched as above on 16th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, May 26, 1914.

Agents.

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG, SHANGHAI—2-3, Poochow Road, YOKOHAMA—32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES via STRAITS and COLOMBO.

From Hamburg, Bremen and Hamburg and New York  
From Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

For further particulars, apply to—

Next sailings from Hongkong:

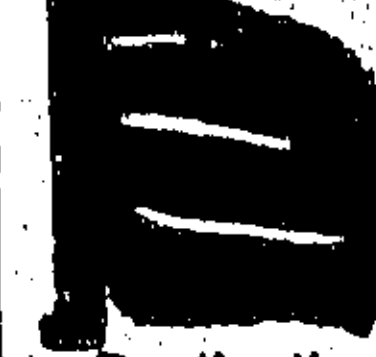
FOR	STEAMSHIP	TO SAIL
Hongkong, Kobe and Yokohama	Preussen	8th June
"	Silesia	18th June
"	C. Ferd. Laeisz	3rd July
"	Scandia	12th July
"	Alesia	27th July
Victoria, Vancouver and Portland (Or.)	Saxonia	10th Aug.
"	Andalusia	4th Aug.
"	Sithonia	9th Sept.
Hamburg & Hamburg	Furst Bulow	2nd June
Hamburg & Hamburg	Brasilia	4th June
Hamburg & Hamburg	Wuerttemberg	19th June
Hamburg & Hamburg	Sudmark	24th June
Hamburg & Hamburg	Segovia	4th July
Hamburg & Hamburg	Goldfels	13th July
Hamburg & Hamburg	Preussen	16th July
Hamburg & Hamburg	Emden	20th July
Hamburg & Hamburg	Silesia	29th July
Hamburg & Hamburg	Frissa	10th Aug.

Hamburg-Amerika Linie  
Hongkong Office.

## Shipping

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.



Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.	Atsuta Maru Capt. Trizawa T. 16,000 Hitachi Maru Capt. T. Sato T. 12,500	{ WEDNES., 3rd June, at 10 a.m. { WEDNES., 17th June, at 10 a.m.
VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama.	Sado Maru Capt. Asakawa T. 12,500 Yokohama Maru Capt. Machida T. 12,500	{ TUESDAY, 2nd June, at 4 p.m. { TUESDAY, 16th June, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.	Kumano Maru Capt. K. Sonoda T. 9,300 Tango Maru Capt. Sekine T. 13,500	{ WED., 3rd June, at noon. { WEDNES., 1st July, at noon.
CALCUTTA via Spore, Penang & Rangoon.	Bombay Maru Capt. T. 5,000	{ TUESDAY, 2nd June. { WED., 3rd June, at 11 a.m.
KOBE & Yokohama.	Kitano Maru Capt. T. 16,000	{ WED., 3rd June, at 11 a.m. { TUESDAY, 2nd June, at 5 p.m.
NAGASAKI, Kobe & Yokohama.	Tango Maru Capt. T. Sekine T. 13,500	{ TUESDAY, 2nd June, at 5 p.m. { FRIDAY, 15th June.
SHANGHAI, Moji, Kobe & Yokohama.	Tosa Maru Capt. Yoshikawa T. 12,500	{ FRIDAY, 15th June.

† Fitted with new system of wireless telegraphy.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sep.

## SPECIAL EXCURSION TICKETS (1st &amp; 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st class	\$133	\$132	\$103	\$95
2nd class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to Telephone No. 292.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SAIGON	Kansu	30th May at 4 p.m.
SHANGHAI & TSINGTAU	Chenan	31st May at 5 p.m.
MANILA, CEBU & ILOILO	Taming	2nd June at 4 p.m.
SHANGHAI	Langchow	2nd June at 4 p.m.
PAKHAI & H'PHONG	Sungkiang	3rd June at 10 a.m.
SIOW, AMOY, N'PO & S'HAIWU	Luchow	4th June at 10 a.m.
SHANGHAI	Yingchow	4th June at 10 a.m.
SIOW, W'WEI, C'FOOT, TSINKUEI	Yingchow	4th June at 10 a.m.
SHANGHAI & TSINGTAU	Yingchow	4th June at 10 a.m.
MANILA, CEBU & ILOILO	Yingchow	4th June at 10 a.m.
SHANGHAI	Shaoching	9th June at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaoching" and the S.S. "Kanchow"

"Langchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yungtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45; Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36  
Hongkong 30th May, 1914.

## RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T. Commander Kahim, is expected to arrive here on or about the 6th day of June.

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 17th day of July.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent.

(Hotel Macartney, 3rd Floor)

Hongkong, May 14, 1914.

## Shipping

HONGKONG  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	TUES., 2nd June, 4 p.m.
Zafiro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	THUR., 11th June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 25th May, 1914.

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

From	Expected in or about	For	Will leave on or abt.
Tijahli	JAVA	2nd half May	JAPAN 2nd half May
Tibodas	JAVA	2nd half May	JAVA 1st half June
Tjikini	JAPAN	1st half June	JAVA 1st half June
Tijmanock	JAVA	1st half June	S'HAU 1st half June
Tijpanas	S'HAU	1st half June	JAVA 1st half June
Tijlatap	JAVA	1st half June	JAPAN 1st half June
Tijliwong	JAVA	1st half July	JAPAN 1st half July
Tijlaroem	JAVA	2nd half July	S'HAU 2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.  
Lara Building.

Telephone No. 1574.

## TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	Leave Hongkong.
Tenyo Maru	22,000 - 21 knots	Tues.,	16th June
Nippon Maru	11,000 - 18 knots	Tues.,	23rd "
Shinyo Maru	22,000 - 21 knots	Tues.,	14th July
Chiyo Maru	22,000 - 21 knots	Tues.,	4th August

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80.

San Francisco £45.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES &c.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

Telephone No. 291

## THE EASTERN &amp; AUSTRALIAN STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

ARRIVAL & DEPARTURE

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	23rd May.	19th June, 10 a.m.
Eastern	13th June.	10th July, "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, MOY and POOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.

Leaving.

Halting.

Halting.

Halting.

Halting.

Halting.

Halting.

Halting.

Halting.

Halting.

Halting.

## LOG BOOK.

Ships Lost by Breaking In Two.

Important questions are raised by the wreck of the tank-steamer Oklahoma which should not be lost sight of in the tragedy of the life-loss and the remarkable escape of part of the crew. This ship was comparatively new—built no longer ago than 1908—with a gross tonnage of about 6,000. But either when balanced on top of a wave or when lifted up end and end by two waves, it broke in two apparently as quickly and as cleanly as if of hollow boxwood under a knife.

That its bulkhead construction was of the best is indicated by the fact that the stern half raced along for some time under a full head of steam and nearly ran down the bow half, which kept afloat until sunk by the cannon-shot of a derelict-destroyer.

If one freight ship of apparently the best modern construction can thus break in two under the more stress of wave motion, why may not others, including passenger vessels, be exposed to the same danger? As a matter of fact they are, and have in many cases succumbed to the test.

There was the Western Reserve on the Great Lakes, which went down with all hands from such an incident. The British torpedo-boat catcher Cobra broke in two at sea some years ago and all on board were lost. The Santa Rosa on the Pacific coast was similarly broken in two at the bulkhead amidships and lost. As late as August, 1912, the British Dacre Castle was lost in the same way, and in July of last year, the Japanese Manchū Maru. Undoubtedly many of the ships which have left port and never been heard of afterward disappeared from the same cause.

The Oklahoma was 419 feet long, or about half the length of the average trans-Atlantic liner, and as length increases, the relative longitudinal strength amidships necessarily decreases. Nor is the longest ship float long enough always to be sure of never being balanced at the top of a single wave or never exactly bridging two waves. Such positions are doubtless rare to the biggest vessels, but ship-builders do not appear to be as sure as they should be that the strain could be withstood if it ever came.

Experts like Samuel Holmes explain the Oklahoma and other cases of the kind by the fact that the transverse riveting of the sections of hull follows a single line around the girth of the ship and so concentrates on that line all the weakness resulting from the numerous rivet holes. But why then should so obvious a course of weakening be persisted in when it might aptly be overcome by a wider distribution of the riveting? It is a matter which might well engage the closer attention of ship architect and builder.—New York World.

Nest on Scaffold Pole.

A thrush has built its nest, laid three eggs, and in the natural course of events will, if undisturbed, rear its young on a scaffold pole at the secondary school for girls which is being erected in St. George's-avenue, Northampton. The nest has been built at the junction of two poles. There are between fifty and sixty men working on the building, but the bird takes not the slightest notice of them. The men have taken a great interest in the bird, and will not have it disturbed.

"The Worst Corner."

Castle Gate corner, near Newark, described as "the most dangerous corner on the Great North Road," was discussed at Nottingham County Council recently. The Duke of Portland said that he had escaped a serious accident there only by good fortune. It was decided to investigate the matter. The council agreed to a scheme for reconstructing 207 miles of main roads. About 114 miles will be taken in hand immediately at a cost of about £130,000; the Road Board paying £49,000.

Oysters, Fresh, Fried or Stewed  
Finden, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

ALFRED A. GAY.



## Shipping

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA	Esang	Sat., 30th May at 2 p.m.
SINGAPORE, Pang & C. Co.	Fooksang	Tues. 2nd June at 2 p.m.
SHANGHAI	Wingsang	Wed. 3rd June at 2 p.m.
SHANGHAI	Choyang	Fri., 5th June at 11 a.m.
SANDAKAN	Hinsang	Fri., 5th June at noon
MANILA	Loongsang	Sat., 6th June at 2 p.m.

## Return Tours to Japan.

The steamers "Kumsang," "Namsang," and "Lalsang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and M. J. to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lavat," "Yatsing," and "Salsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all in dern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau.

† Taking cargo on Through Bills of Lading to Kuantan, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM  
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Home-ward.

For	Steamers	Date of Sailing
LONDON, ROTTERDAM & ANTWERP		
LONDON & ANTWERP	Denbighshire	16th June.
LONDON & ANTWERP	Radnorshire	28th June.

## Trans-Pacific "Shire" &amp; "Glen" Joint Service

TACOMA &amp; PLYMOUTH

TACOMA &amp; PLYMOUTH

TACOMA &amp; PLYMOUTH

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## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'selles via S'gon, S'pore, O'bo, Port Said	Magellan	M. M. Co.	2, June
M'selles, L'don A'werp via S'pore etc.	Atsuta M.	N. Y. K.	3, June
Rotterdam, Hamburg & A'werp	Brasilia	H. A. L.	4, June
Havre & Hamburg	Furst Bulow	H. A. L.	5, June
T'te, Fiume V'ce, via S'pore etc.	Nippon	S. W. Co.	5, June
London, via Usual Ports of Call	Norona	P. & O.	6, June
London & A'werp via S'pore etc.	Glenroy	S. T. Co.	10, June
London & Antwerp	Den'shire	J. M. Co.	12, June
Havre, R'dam, H'burg & Antwerp	Wuertburg	H. A. L.	13, June
Marseilles & Hamburg	Sudmark	H. A. L.	13, June
Marseilles, Rotterdam etc.	Altair	M. Co.	13, June
Havre, Emden & Hamburg	Sogovia	H. A. L.	13, June
R'dam, Hamburg & Antwerp	Goldenfels	H. A. L.	13, June
Havre, Bremen & Hamburg	Preussen	H. A. L.	13, June
R'dam, & H'burg	Emden	H. A. L.	20, July

## NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C. S'tle via Shanghai & New York via Ports & Suez Canal	Sado M.	N. Y. K.	2, June
San F'isco via S'hai & Japan & Manohuria	Indrani	S. T. Co.	5, June
V'toria, V'ver, S'tle & P'land (Or.)	P. M. Co.	P. M. Co.	6, June
V'cover, via S'hai, Japan etc.	Saxonia	H. A. L.	10, June
V'toria, B.C. T'ma via Japan & Seattle M.	E. of A'ia	O. S. K.	10, June
San F'isco via S'hai & Japan & Seattle M.	Tenyo M.	T. K. K.	11, June
Boston & New York	Miner	B. L. L.	16, June
San F'co via Manila & Japan & Seattle M.	Nile	P. M. Co.	16, June
San F'co via S'hai & Japan & Seattle M.	Tenyo M.	T. K. K.	16, June
V'toria, B.C. & T'ma via S'hai & Seattle M.	Mexico M.	O. S. K.	16, June
Victoria, Vancouver, Seattle, Tacoma & Portland	Monmouthshire	J. M. Co.	29, June
Victoria, V'ver, S'tle & P. (Or.)	Andalusia	H. A. L.	31, July
Vancouver via S'hai, Japan etc.	Montague	C. P. R.	1, July
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
V'toria, V'ver, S'tle & P. (Or.)	Belgravia	H. A. L.	8, Sept.

## AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	13, June
Australian Ports via Manila	Changsha	B. & S.	13, June
Australian Ports via Manila	Coblenz	M. & Co.	13, June
Australia	St. Albans	G. L. Co.	19, June
Australia	Easton	G. L. Co.	10, July

## SINGAPORE, COAST PORTS AND JAPAN

Kobe via Shanghai, Yokohama, Shanghai and Tsingtau	E. F. Fland	J. W. Co.	30, May
Tamsui via Swatow & Amoy	Chen N	B. & S.	30, May
Shanghai, Kobe & Y'hama	Dai Maru	D. S. K.	31, May
Swatow	V. M. Co.	V. M. Co.	31, May
Shanghai, Moji, Kobe & Y'hama	Haimun	D. L. Co.	31, May
Shanghai	Navara	P. & O.	End May
Singapore, Penang and Calcutta	Africa	J. W. Co.	1, June
Manila, Mangarin, Cebu & Iloilo	Fooksang	N. Y. K.	2, June
Nagasaki, Kobe and Yokohama	Rubi	N. Y. K.	2, June
Swatow, Amoy and Foochow	Halang	D. L. Co.	2, June
Shanghai	Liangchow	B. & S.	2, June
Manila, Cebu & Iloilo	Taming	B. & S.	2, June
Bombay via Singapore, Colombo, S'pore, Pang & C. Co.	Bombay M.	N. Y. K.	2, June
Kobe and Yokohama	G. Aprar	D. S. Co.	2, June
Pakhoi and Haiphong	Kit-to M.	N. Y. K.	3, June
Shanghai	ung-tang	B. & S.	3, June
Bombay via Singapore etc.	Delta	P. & O.	4, June
Shanghai	Yehow	B. & S.	4, June
Swatow, W'wei, C'foo & Tientsin	Luzon M.	O. S. K.	5, June
Kobe and Yokohama	Africa	J. W. Co.	5, June
Bombay via S'pore, Port Sham, Penang & Colombo	Tos M.	N. Y. K.	5, June
Swatow, Amoy & Foochow	Luzon M.	B. & S.	5, June
Sa dakan	Hailong	D. L. Co.	5, June
Manila	Hinesing	J. M. Co.	5, June
Shanghai, Kobe & Moji	Juv M.	O. S. K.	6, June
Shanghai, Kobe and Yokohama	Loongsang	J. M. Co.	6, June
Shanghai, Kobe and Yokohama	A. Apoor	D. S. Co.	7, June
Shanghai, Kobe and Yokohama	Preussen	H. A. L.	7, June
Manila, Cebu and Iloilo	Durendart	M. Co.	8, June
Shanghai	Tean	B. & S.	9, June
Shanghai	S. aohsing	B. & S.	9, June
Moji, Kobe and Yokohama	Banri M.	D. & Co.	10, June
Manila, Mangarin, Cebu & Iloilo	Zafiro	S. T. & Co.	11, June
Kudat and Sandakan	Borneo	M. Co.	12, June
Kobe and Moji	T. kida	D. S. Co.	16, June
Shanghai, Kobe and Yokohama	Sileia	H. A. L.	18, June
Kobe and Yokohama	Iyo M.	N. Y. K.	18, June
Shanghai, Kobe and Yokohama	C. F. Laeiz	H. A. L.	18, June
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
S'hai, Moji, Kobe & Yokohama	Kawauchi M.	N. N. K.	29, June
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Batavia, Cheribon, Samarang, & Japan	Tijlo-as	J. O. J. L.	Q. desp.
Shanghai	Tijlatap	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Japan	Tijlanas	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, & Japan	Tijmah	J. O. J. L.	Q. desp.
Shanghai	Tijlwong	J. O. J. L.	Q. desp.

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For	Vessels.
Swatow	Dalgi Maru
Swatow	Haimun
Shanghai	Wongkol
Shanghai	Africa
Shanghai	Chen N

## DEPART ON MONDAY.

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From	Vessels.
Singapore	Africa
Manila	Tango Maru
Singapore	A. Apoor
Shanghai	Atsuta Maru
Shanghai	Furst Bulow

## CANADIAN MAIL.

The C. P. R. as EMPRESS OF ASIA left Vancouver on the 28th inst. at 6 p.m. and is due to arrive at Shanghai on the 30th inst. at 1 a.m.

The C. P. R. as EMPRESS OF JAPAN left Vancouver on the 28th inst. between 8 & 10 p.m.

The C. P. R. as EMPRESS OF RUSSIA left Vancouver on the 28th inst. between 2 & 4 p.m.

The C. P. R. as MONTEAGLE left Vancouver on the 22nd inst.

## AUSTRALIAN MAIL.

The E. & A. as EASTERN left Sydney for this port (via Queensland Ports, Port Darwin and Manila on the 10th inst.) and may be expected to arrive here on or about 10th June.

## AMERICAN MAIL.

The P. & M. as PERSEA arrived at San Francisco on the 25th inst.

## GERMAN MAIL.

The L. G. M. as PRINCESS ALICE which left here on the 28th inst. arrived at Genoa on the 28th inst. at 8 p.m.

## MERCHANT STEAMERS.

The N. Y. K. as TANGOMARU (Australian Mail) left Thursday for this port via Manila on the 21st inst. and is expected here on the 1st June.

The N. Y. K. as KYANOMARU (European Mail) left Colombo for this port via Singapore on the 21st inst. and is expected here on the 3rd June.

The S. G. as GLENSTRAT passed the Suez Canal on the 12th inst. for Hongkong via Straits.

The East Asiatic Co. as ANNAM left Port Said on the 21st inst. and may be expected here on or about the 16th of June.

The S. L. as MONMOUTHSHIRE from London is due at Hongkong on the 18th June.

The F. & O. as KHYBER left Singapore for this port on the 25th inst. at 5 p.m. and is due here on the 30th inst. at about 8 a.m.

The P. & O. as KHYBER arrived at London on the 16th inst.

The S. A. as APOAR from Calcutta left Singapore this morning and may be expected here on or about the 1st June.

## GUARD AGAINST PLAGUE

## BY USING G.N.

CHINA COMMERCIAL CO. 3 Duddell St.

## TIDE TABLE.

25th May, to 31st May, 1914.

Time	High Water	Low Water
May 25	10.15	4.15
May 26	10.30	4.30
May 27	10.45	4.45
May 28	11.00	4.60
May 29	11.15	4.75
May 30	11.30	4.90
May 31	11.45	5.05

## VESSELS IN PORT.

Steamers.	Arrive Hongkong	Sails Hongkong
No. 2 Yee Maru, Jap. as 1,112, T. J. Tane	19th inst.—Wakatsuki, 12th inst.—M. B. K.	21st inst.—Wakatsuki, 14th inst.—M. B. K.
Maru, Jap. as 2,158, M. Kaneko	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Unkai Maru, Jap. as 4,001, Katayama	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Choising, Ge. as 1,031, F. Minkwitz, 19th inst.—Sungkok, 15th inst. Rice	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Kenkon Maru, Jap. as 2,158, M. Kaneko	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Lalsang, Br. as 1,220, E. J. Tadd, 23rd inst.—Mol, 17th inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Katha, Br. as 1,200, Christiansen, 23rd inst.—Saloon, 19th inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Yang, Br. as 1,187, W. Palmer-Baker, 24th inst.—Swatow, 23rd inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Olmalloch, Br. as 1,434, Gardner, 24th inst.—Singapore, 16th inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Hinsang, Br. as 1,885, J. M. Hay, 25th inst.—Savakau, 19th inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Kansu, Br. as 1,200, M. Kaneko, 25th inst.—Bangkok, 18th inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Kloto, Br. as 4,020, J. A. Smith, 24th inst.—Shanghai, 21st inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Sado Maru, Jap. as 3,860, K. Amakawa, 24th inst.—Shanghai, 21st inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Wongkol, Ge. as 1,115, E. Olman, 25th inst.—Bangkok, 17th inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Kildale, Br. as 1,434, A. D. Miller, 26th inst.—Singapore, 16th inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Dalgi Maru, Jap. as 1,668, S. Tokiyoshi, 27th inst.—Tamsui, 26th inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Tungahing, Br. as 1,172, L. F. Harvey, 28th inst.—Saloon, 22nd inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.
Empire, Br. as 1,843, E. Pilcher, 27th inst.—Kobe, 22nd inst. Rice—J. & Co.	21st inst.—Wakatsuki, 14th inst.—M. B. K.	23rd inst.—Wakatsuki, 16th inst.—M. B. K.

SUMMER EXCURSIONS  
TO  
JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.  
PACIFIC MAIL S.S. CO.  
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD

1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00, KOBE \$135.00, YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above named Companies and include Ball between Japan Ports of call desired.

Passengers may go and return via MANILA without additional charge by steamers calling at that Port, so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.



## Public Auction.

**GEO. P. LAMMERT,**  
AUCTIONEER, SHARE & GENERAL BROKER

A Valuable Collection of Antique China & Curios.  
(Just arrived from the North, being the property of the well known collector Mr. Loh Ven Kee).

THE Undersigned has received instructions to sell by public Auction on Thursday, Friday & Saturday, the 4th, 5th & 6th, June, 1914 commencing each day at 2.30 at his Sales Rooms, Duddell Street a Valuable Collection of Antique China and Curios from SUNG TO MING DYNASTIES & KANGHI TO TOWKWANG PERIODS

Comprising:  
3-COLOURED & BLUE & WHITE VASES, PLATES, BOWLS & FIGURES etc.  
SANG-DE-BOEUF VASES, WHITE "GODDESS OF MERCY" (MING)  
OLD GOLD INLAID BRONZES (MING)  
FINE CRYSTAL VASES & SNUFF BOTTLES.  
PORCELAIN & AGATE SNUFF BOTTLES,  
GREEN & RED JADE ORNAMENTS.  
OLD LACQUERED SCREENS WITH 5-COLOURED DECORATION & BLACKWOOD SCREENS WITH BLUE & WHITE & 5-COLOURED KANGHI & KIENLUNG PORCELAIN PLAQUES, PORCELAIN PICTURES INLAID IN WOOD etc., also

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.  
On view from Tuesday, the 2nd June.

Terms:—Cash on delivery.

GEO. P. LAMMERT,  
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 2nd June 1914 commencing at 11 a.m. at his Sales Rooms Duddell Street.

A Consignment of Ladies' Shoes, Gents' Pumps, Blouse Flannels etc.

also 40 Leather & Canvas Trunks and Bags.

On View from day of Sale.  
Terms:—Cash on delivery.  
GEO. P. LAMMERT,  
Auctioneer.

G. R.

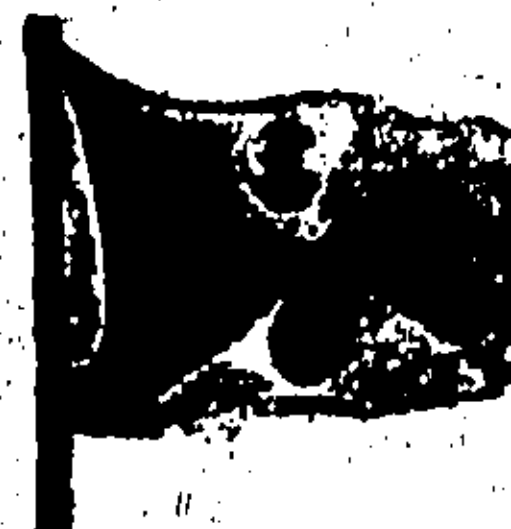
PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Tuesday, the 2nd day of June, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shanghai Street, Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Lot No.	Boundary Measurements, Approximate	Area in Acres	Area in Square Feet	Area in Square Yards	Area in Square Meters
1	1	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
2	2	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
3	3	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
4	4	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
5	5	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
6	6	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
7	7	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
8	8	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
9	9	100 ft. by 100 ft.	0.23	10,000	11,111	107.6
10	10	100 ft. by 100 ft.	0.23	10,000	11,111	107.6

## To Sail

HONGKONG NEW YORK.



AMERICAN ASIATIC S.S. Co.

For Boston & New York via Port & Suez Canal.

(with liberty to call at the Malabar Coast)

s.s. "INDRANI."

on or about 5th June, 1914.  
For freight or information, apply to

SHEWAN TOMES & Co.  
General Agents.  
Hongkong 15th May, 1914. [569]

Don't forget after the Show Supper and Light Refreshments ALEXANDRA CAFE, Open Till Midnight.

## Consignees

NORDEUTSCHER LLOYD,  
BREMER.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN" having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 3rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 2nd of June, at 9.30 a.m.

All claims must reach us before the 10th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., General Agents.  
Hongkong, 27th May, 1914. [584]

PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN PORTS AND MANILA.

s.s. "MANOHURA"

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from the Company's godown at West Point.

Cargo will be landed immediately at consignees' risk.

Cargo remaining undelivered Monday, June 1st, 1914 at 5 p.m. will be subject to landing charges and if undelivered Friday June 5th 1914 at Noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown, June 5th, 1914 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 29th, 1914, otherwise they will not be recognized.

R. C. MORTON, Agent.  
Hongkong, 29th May 1914.

NORDEUTSCHER LLOYD, BREMER.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ALTAR" having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of June, at 9.30 a.m.

All claims must reach us before the 10th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., General Agents.  
Hongkong 28th, May, 1914.

## Entertainments

## HIPPODROME

CIRCUS AND MENAGERIE.

To-Night! To-Night! at 9.15 p.m.

AND EVERY EVENING INCLUDING SUNDAYS.  
OUR SECOND GRAND CHANCE OF PROGRAMME.

INCLUDING DE MARLO

The HUMAN FROG

In his Wonderful Act.

Also

MDLLE. ZUDECIA, The Model Lady.

In beautiful Statuesque poses.

DON'T FORGET TO SEE

THIS SPECIAL PROGRAMME

See! See! See!

The Marvellous Colling-Walking Act.

Our 20 Clowns etc., etc.

## VICTORIA THEATRE.

9.15 To-Night 9.15

## PROGRAMME

CAUMONT GRAPHIC Interesting

BLOOMER'S TRANSFORMATION Comic

TEN NIGHTS IN A BAR ROOM Dramatic

IN 2 PARTS

BETTY'S BOAT Comic

STICKY SIMON Comic

A REGIMENT OF TWO IN 2 PARTS Comic

GRIBOLLARD'S CONQUEST Comic

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday 30th May.

The Great Sensational Drama.

"THIRTY YEARS OF A GAMBLER'S LIFE"

Length 5,000 Feet.

Also

"PATHE'S BRITISH & GERMAN GAZETTE"

On Wednesday 3rd June

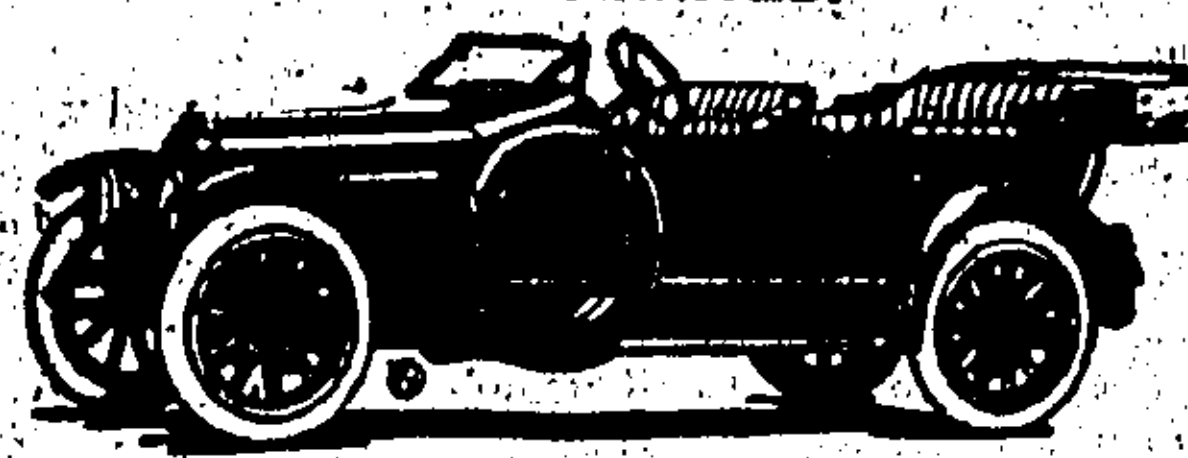
The Magnificent Picture will be Screened

"KING OF ENGLAND IN FRANCE"

NOTES

Cars on Hire at Reasonable Rates. Prompt Service.

JUST ARRIVED.



3 NEW MODELS

2 HUDSONS

1 OVERLAND

CALL AND INSPECT THESE NEW ARRIVALS.

Des Vaux Road. DRAGON CYCLE DEPOT. Tel. No. 482.

## Consignee

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"YATSHING"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 26th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

JARDINE MATHESON & CO., LTD.  
General Managers.  
Hongkong, 28th May, 1914. [58]

## To Sail

"GLEN LINE"

(McGREGOR GOW & Co.) Ltd.

For London & Antwerp

"GLENROY"

Captain H. W. L. Holman will be despatched for the above ports on or about 12th June 1914.

Siloon passage, Hongkong/London £40.

For Freight and passage, apply to

SHEWAN TOMES & Co.

A 44.

Regular Steamship Service

Proposed Sailing from Hongkong

For BOSTON & NEW YORK.

For Freight and further information apply to

DODWELL & CO., LTD.

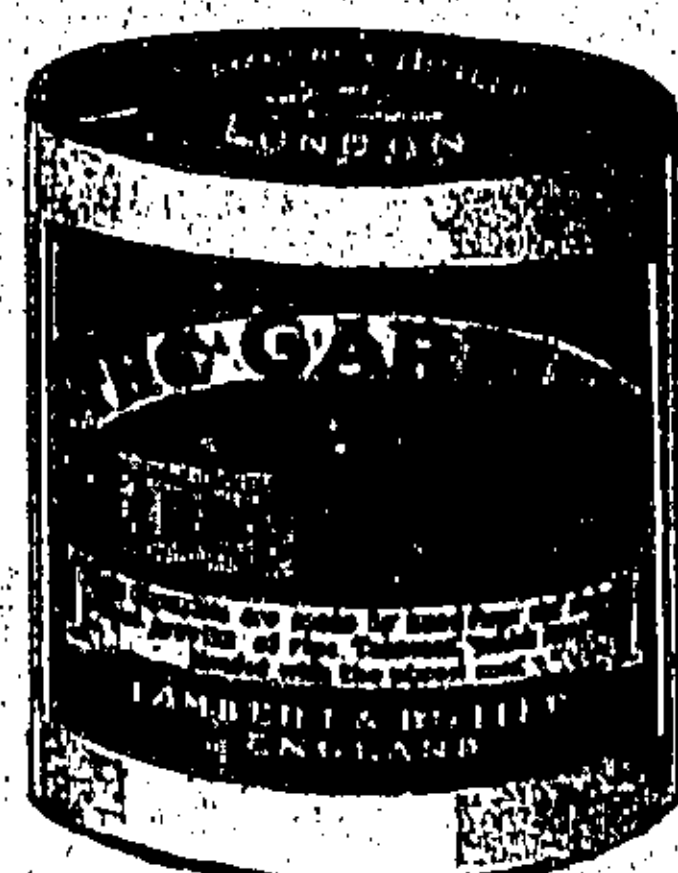
Agents

Hongkong 15th Apr., 1914.

## Notices

## "CARRICK"

THE FAMOUS VIRGINIAN CIGARETTE.



CONSTANT GROWTH

SIGNIFIES

CONSTANT MERIT.

A SHIPMENT HAS

JUST ARRIVED

FROM ENGLAND.

PHONE **RAMSEY & CO.** No. 1683.

12, POTTINGER STREET, HONGKONG.

TYPEWRITER TIPS.

YOUR TYPIST IS AN EXCELLENT TYPIST BUT HE IS NOT A MACHINIST. DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN YOUR OFFICE. PHONE US. WE DO THE NEEDFUL TO YOUR ENTIRE SATISFACTION!!!

TYPEWRITER SPECIALISTS

Everything for the Typewriter, including experience;

Typewriter Bureau Typing; Undertaken, Reasonable Rates.

FIDELITY ASSURED!!!

Typewriters Bought, Sold Exchanged and on Hire.

Ribbons for all Machines 25% Reduction.

OUR PRICE.....£1.50

Small Machinery of all Kinds Cleaned.

SAVE HALF YOUR COMPTON'S BILL AND

OTHER EXPENSES, ON OUR PLAN.

THIS IS GENUINE. Stamped addressed envelope for reply to W.H. Emberley, General Commission Agent, 6 Gordon Terrace, Kowloon.



"Time and use have justified the claims put forward for these preparations."

BRITISH MEDICAL JOURNAL

Since first introduced,

Benger's Food has

continued to grow

in favour owing

to the constant

recommendations

of those who have

benefitted by it.

Benger's is distinguished from all other foods in containing not only all the food elements necessary to restore health, but the natural digestive principles also, which enable it to be prepared to suit exactly all ages and all conditions of health. With no other food is this possible.

## Benger's Food

is delicious, highly nutritive and most easily digested.

Sold in this by Chemists, etc., throughout the world.

"Benger's Food and How to Use It" A little book of authority on the feeding of infants, invalids and the aged, and the most interesting and informative of food books, will be sent post free on application to—

BENGER'S FOOD LTD., OTTER WORKS, MANCHESTER, Eng.

Branch Office: NEW YORK, U.S.A., 31 William St. SYDNEY (N.S.W.), 117, Pitt St.

Can also be obtained from all General Dealers and Chemists, and from all branches throughout Canada.

## Consignee

MOGUL LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship

"DEN OF OGI"

From GLASGOW, LIVERPOOL and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st prox., will be subject to rent.

All claims against the steamer must be presented to the Under, signed on or before the 19th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.  
Agents

## To Sail

AMERICAN AND ORIENTAL LINE.

(Andrew Weir & Co.'s steamers)

THE Steamship

"MINERIC"

Capt. J. C. Hall, will be despatched from Hongkong on the 16th June for

BOSTON & NEW YORK.

For freight and further particulars, apply to—

The Bank Line Ltd.

Agents.

Hongkong, 28th May, 1914.

MARTIN'S

APOLMITE

A French Remedy for all ailments

It is a powerful and reliable

remedy for all ailments

It is a powerful and reliable

remedy for all ailments

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remedy for all ailments



# SHARE REPORT.

## COMPARATIVE SHARE QUOTATIONS.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1913. Highest	1913. Lowest	1914. Highest May 22nd to May 29th	1914. Lowest May 22nd to May 29th	Last Dividend and Date
<b>Banks.</b>									
H'kong & Shanghai Banking Corp.	\$810 s. £83	120,000	\$125	all	835 Jan.	790 Aug.	810	810	£2 & 5/- bonus at ex. 1/11 3/16 equal to \$23.28 for 1/2 year ending 31/12/13
<b>Marine Insurances.</b>									
Canton Insurance Office, Ltd.	310xdivs. t.140	10,000	\$250	00	349 Oct.	270 Jan.	310	310	Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.		10,000	£15	5	137 1/2 Aug.	131 Jan.	140	140	Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	\$775 b.	12,400	\$250	100	845 April	784 Sept.	\$770	\$787 1/2	Final of \$20 making \$50 for 1912 and Interim of \$50 for 1913
Yangtze Ins. Assoc. Ltd.	\$194	12,000	\$100	60	200 April	185 June	194	194	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
<b>Fire Insurances.</b>									
China Fire Ins. Co., Ltd.	\$148 b.	20,000	\$100	20	161 1/2 Dec.	146 May	147	146	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$375 b.	8,000	\$250	50	385 Jan.	354 May	370	369	\$27 for 1912
<b>Shipping.</b>									
China & Manila S.S. Co., Ltd.	\$8 b.	30,000	\$25	all	11 1/2 June.	7 1/2 Oct.	8	7.90	\$1 for 1906
Douglas Steamship Co., Ltd.	\$30 b.	20,000	\$50	all	42 May	30 Oct.	31	31	\$2.50 for year ending 30/6/13
Hongkong, C. & M.S.S. Co., Ltd.	26 1/2 b.	80,000	\$15	all	29 1/2 Aug.	27 April	26 1/2	26 1/2	Interim of \$1 for half year ending 30/6/13
Indo-China Steam Navigation Co., Ltd.	\$67 1/2 b.	60,000	\$5	all	99 April	75 Aug.	67 1/2	67 1/2	3% Interim a/c year 1913 on preferred shares
Shell T'port & Trading Co., Ltd.	105 1/2 b.	3,797,610	£1	all	118 1/2 April	98 1/2 Oct.	105 1/2	103 1/2	Interim of 1/- making 2/- for 1913 Coupon No. 21
Star Ferry Company, Ltd.	\$46xdivs.	40,000	\$10	all	58 Oct.	33 1/2 Jan.	48	47	\$1.70 per share and bonus of 30 cents per share for year ending 30/4/13
<b>Refineries.</b>									
China Sugar Refining Co., Ltd.	\$79 b.	20,000	\$100	all	112 Jan.	92 1/2 Aug.	79	79	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	\$28 s.	7,000	\$100	all	40 Jan.	30 Dec.	28	28	\$3 for 1897
<b>Mining.</b>									
Kailan Mining Admin'tion.	38 s.	1,000,000	£1	all	37 1/2 Dec.	30 1/2 July	38 1/2	38 1/2	Interim of 1/- for 1913 Coupon No. 3
Raub Australian Gold Mining Co., Ltd.	\$3 s.	200,000	£1	all	4 1/2 Jan.	3 Aug.	3	3	1/2 for 1909
Tronoh Mines Ltd.	31 1/2 s.	160,000	£1	all	86 1/2 Feb.	38 1/2 Dec.	31 1/2	31 1/2	1/- mak. 7/6 a/c 1913
<b>Docks, Wharves and Godowns.</b>									
Hongkong & K.W. & G. Co., Ltd.	\$83 1/2 b.	40,000	\$50	all	99 July	74 Mar.	83	80	\$3.50 for year 1913
H'kong & W'poo D Co., Ltd.	\$67 s.	50,000	\$50	all	90 June	56 Jan.	67	62	\$3 dividend for year 1913
S'hai Dock & Eng. Co., Ltd.	57 s.	55,700	t. 100	all	72 Jan.	51 July	57 1/2	57 1/2	Tls. 3 for 1912
S'hai & H'kew W. Co., Ltd.	97 1/2 b.	65,000	t. 100	all	113 1/2 May	103 Jan.	94	94	Interim of Tls 3 for 1913
<b>Lands, Hotels and Buildings.</b>									
Anglo French Lands	t.94	25,000	t.100	t.100			94	94	Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd. (Old)	t.12 1/2	12,000	\$50	25	125 Aug.	112 Mar.	123 1/2	123 1/2	\$7 on old shares, \$3.50 on new shares for year ending 31/12/13
H'kong Land Investment Co.	\$112 b.	50,000	\$100	all	118 July	101 Jan.	112	112	\$3 for year ending 31/12/13
H'p'hreys Estate & F. Co., Ltd.	\$7 1/2 b.	150,000	\$10	all	9 1/2 Sept.	8 Feb.	7 1/2	7 1/2	50 cents for 1913
K'loon Land & Building Co., Ltd.	\$44 b.	60,000	\$50	all	46 Aug.	33 Feb.	44	44	\$2.80 for 1913
Shanghai Lands	t.90	78,000	t.50	all			90	90	Interim of 5 p.c. for year end'g 30/6/13
West Point Building Co., Ltd.	\$73 s.	12,500	\$50	all	74 1/2 June	54 1/2 Jan.	74	73	\$2.25 for half year ending 31/12/13
Manila M'pole Hotel	p.8	15,000	p.10	all			8	8	5 per cent. for 1910
<b>Cotton Mills.</b>									
Ewo Cotton S. & W. Co., Ltd.	t.121 b.s.	20,000	t.50	all	148 1/2 Nov.	120 July	121	117	Tls. 15 for year ending 31/10/13
Hongkong Cotton Co.	\$8 s.	155,000	\$10	all	10 1/2 April	7 1/2 Dec.	8	8	50 cents 31/7/08
Kung Yik	11 b.	75,000	t.10	all	15 1/2 Jan.	12 1/2 July	11	10 1/2	Tls. 14 for year ending 31/11/13
Laou Kung Mow	73 b.	8,000	t.100	all	112 Jan.	93 Sept.	75	73	Tls. 12 for 1913
Shanghai Cottons	t.107 b.	50,000	t.50	all	135 Mar.	104 Sept.	107	103	Tls. 10 for year ending 30/6/13
<b>Miscellaneous.</b>									
China Borneo Company, Ltd.	\$12 s.	60,000	\$12	all	1 1/2 May	9 April	12	12	\$1.20 for 1913
China Light & Power Co., Ltd.	\$4.10 s.	50,000	\$5	all	5 Nov.	23 1/2 Jan.	4.10	4.10	6% for year ending 28/2/06
Do. (Spec. shares)	\$3 s.	50,000	\$1	all	9 1/2 Feb.	8 1/2 May	8 1/2	8 1/2	70 cts. for 1913
China Prov. L. & M. Co., Ltd.	\$3 s.	200,000	\$10	all	29 Oct.	21 1/2 Jan.	40	37 1/2	\$1.30 for year end'g 31/7/13
Dairy Farm Company, Ltd.	\$40 s.	40,000	\$7 1/2	all	7.80 Nov.	4.10 Jan.	61	6	40 cts. for 1911
Green Island Cement Co., Ltd.	\$40 b.	9,000	\$0	all	49 Dec.	26 Jan.	42	41	\$1.80 per share for 1913
Hongkong Electric Co., Ltd.	\$9 1/2 b.	5,000	\$25	all	200 Jan.	15 Oct.	195	190	Final of \$7 making \$9 for 1913
Hongkong Ice Company, Ltd.	\$23 b.	6,000	\$0	all	25 1/2 July	19 Jan.	22 1/2	22 1/2	Interim div. of 1 1/2 d. per share for 1913
Hongkong Rope Mfg. Co., Ltd.	9/9 s.	325,000	5/-	all	9/6 Sept.	4/9 Jan.	9/9	8/-	Interim of T. 1 making T. 2 a/c 1913
Hongkong Tramway Co., Ltd.	t.57	250,000	t.10	all	75 Jan.	19 Sept.	62	55	30 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30/4/13
Langkats	t.57	250,000	t.10	all	11 1/2 April	9 Sept.	10 1/2	10 1/2	None
Peak Tramway Co., Ltd. (Old)	\$10 b.	25,000	\$0	all	1.00 Jan.	90 cts. June	93 cts.	93 cts.	\$1.50 for 1910
Do (New)	\$9 1/2 s.	75,000	\$10	all			6	6	None
Philippines	\$3 s.	13,200	\$50	all			135	135	No dividend this year.
H. Price & Co., Ltd.	\$6 s.	13,200	\$50	all			4 1/2	4 1/2	50 cts. for year ending 31/5/12
Societe des Pulpes et Papiereries du Tonkin	\$20	2,000	\$5	all	5.00 May	3.50 Oct.	4.70	4 1/2	\$1.25 per share for year end'g 31/12/13
Shanghai Sumatra	\$135	13,000	t.50	all	18 1/2 May	13 1/2 Feb.	20	20	70 cts. for 1912
Steam Laundry Co., Ltd.	\$4.75 b.	2,000	\$5	all	8 1/2 May	6 1/4 Jan.	8	8	50 cts. for year ending 30/6/13
Union Water-boat Co., Ltd.	\$20 s.	50,000	\$10	all	11 July	9 Jan.	8 1/2	8 1/2	None
A. S. Watson and Co., Ltd.	\$7.30xdivs.	90,000	\$10	all			22	22	
William Powell, Limited.	\$8 1/2 s.	6,000	\$7	all					
S. C. Morning Post	\$22 b.	6,000	\$25	all					

WRIGHT &amp; HORNBY.

Share and General Brokers.

6, Des Voeux Road, Central Tel. address, Rectitude

CORRECTED TO NOON MAY 30th, 1914.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

## SHARE REPORT.

Messrs Wright and Hornby's weekly share report, dated May 30, states:—  
There has been some improvement in the local market during the week which closes with a firmer tendency.  
Bar Silver is quoted 28 1/2 per oz. ready, and 28 1/2 per oz. for forward delivery, market barely steady.  
Exchange on London opened today at 1/10.15-16 T.T.  
Para Rubber is quoted from London at 2/11 per lb. and the market for shares quiet.  
Banks:—Hongkong and Shanghai Banks have been placed at \$810 and there are further sellers at the same rate. London quotes 283.10.0

Marine Insurances:—Cantons are on offer at \$310 and North Chinas at Tls. 140 at which rate business is reported. Unions changed hands at \$770 early in the week and are now wanted at \$775 with business reported. Yangtzes have a nominal quotation of \$194.  
Fire Insurances:—China Fires have advanced to \$148 buyers and Hongkong Fires to \$375 buyers.  
Shipping:—China and Manilas have buyers at \$8. Douglases are on offer at \$30. Hongkong Canton and Macao Steamboats have been dealt in at \$27 and close with buyers at \$28 1/2. Indo-Chinas are quoted \$67 1/2 sellers but a lower rate would likely be accepted. Shell Transport have buyers at \$105 1/2 and sales are reported at 106 1/2. London quotes 105 1/2 middle price. Star Ferries are quoted at \$49 and the dividend of \$1.70 and bonus of 30 cents per share just paid.

Docks Wharves and Godowns:—  
Kowloon Wharves close with buyers at \$83 after sales at \$82 and \$82 1/2. Hongkong and Whampoa Docks have sellers at \$87. Shanghai Docks are quoted Tls. 57 1/2 in the North. Hongkong Wharves have strengthened and have buyers at Tls. 97 1/2.  
Lands, Hotels and Buildings:—  
Hongkong Hotels close firm at \$123 1/2. Hongkong Lands have buyers at \$112. Humphreys Estates continue firm with buyers at \$7 1/2. Kowloon Lands are steady at \$4 1/2. West Points are offering at \$7 1/2 after sales at \$7 1/2. Shanghai Lands are firm at Tls. 00.  
Refineries:—China Sugars are firm at \$79 after sales. Luzon are quoted \$23 nominal.  
Mining:—Tronohs have buyers at 31/8. Raubs have sellers at \$3. The output for the past four weeks was 1,040 oz. of gold. Kailans are offering at 38 1/2 and business has been done at 37 1/2. Langkats have a nominal quotation at the close of Tls. 57. This Company is now publishing its output daily—the last three days' outputs were 435, 402, and 355 tons respectively. The total output for the week published on Tuesday last was 2,652 tons.

Cotton Mills:—Hongkong Cottons have sellers at \$7 1/2. Kongs are quoted Tls. 121 buyers. Shanghai Cottons Tls. 107 buyers. Laou Kung Mow Tls. 73 buyers and Kung Yik Tls. 111 buyers.  
Miscellaneous:—There are buyers of Hongkong Electric at \$40, Hongkong Ice at \$195, Hongkong Ropes at \$23, Peak Trams (old) at \$10 and Steam Laundries at \$470. There are sellers of China Borneos at \$12 China Light and Powers at \$4.10, China Providents at \$83, Dairy Farms at \$40, Green Island Cements at \$6, Low Level Trams at 9/6, Peak Trams (new) at 9/3 cents, Union Waterboats at \$20 and Watsons at \$8.  
Quotations received from London by cable today:—  
Banks 283: 0: 0 Middle price.  
Tronohs 30/-  
Shells 105/0  
Indos 145/-  
Trams 9/3

New Head Master.  
To succeed the Rev. T. H. H. Smith Pearce, who has held the post for 25 years, the Rev. W. J. Barton has been appointed head master of Epson College. For seven years Mr. Barton has been an assistant master at Winchester.

## NOTICES

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co. General Managers. Hongkong, 19th March, 1908

PEAK TRAMWAY CO. LIMITED.

## TIME TABLE.

WEEK DAYS.	NIGHT CARS.	SUNDAYS.
7.00 A.M. to 10.00 A.M. EVERY 15 MIN.	10.00 P.M. to 11.00 P.M. EVERY 15 MIN.	7.45 A.M. to 10.00 A.M. EVERY 15 MIN.
10.00 A.M. to 11.00 A.M. " " " "	11.00 P.M. to 11.30 P.M. " " " "	10.30 A.M. to 12.00 Noon " " " "
11.00 A.M. to 12.00 Noon " " " "		12.00 Noon to 1.00 P.M. " " " "
12.00 Noon to 1.00 P.M. " " " "		1.00 P.M. to 2.00 P.M. " " " "
1.00 P.M. to 2.00 P.M. " " " "		2.00 P.M. to 3.00 P.M. " " " "
2.00 P.M. to 3.00 P.M. " " " "		3.00 P.M. to 4.00 P.M. " " " "
3.00 P.M. to 4.00 P.M. " " " "		4.00 P.M. to 5.00 P.M. " " " "
4.00 P.M. to 5.00 P.M. " " " "		5.00 P.M. to 6.00 P.M. " " " "
5.00 P.M. to 6.00 P.M. " " " "		6.00 P.M. to 7.00 P.M. " " " "
6.00 P.M. to 7.00 P.M. " " " "		7.00 P.M. to 8.00 P.M. " " " "
7.00 P.M. to 8.00 P.M. " " " "		8.00 P.M. to 9.00 P.M. " " " "
8.00 P.M. to 9.00 P.M. " " " "		9.00 P.M. to 10.00 P.M. " " " "
9.00 P.M. to 10.00 P.M. " " " "		10.00 P.M. to 11.00 P.M. " " " "
10.00 P.M. to 11.00 P.M. " " " "		11.00 P.M. to 12.00 P.M. " " " "
11.00 P.M. to 12.00 P.M. " " " "		12.00 P.M. to 1.00 P.M. " " " "
12.00 P.M. to 1.00 P.M. " " " "		1.00 P.M. to 2.00 P.M. " " " "
1.00 P.M. to 2.00 P.M. " " " "		2.00 P.M. to 3.00 P.M. " " " "
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7.00 P.M. to 8.00 P.M. " " " "		8.00 P.M. to 9.00 P.M. " " " "
8.00 P.M. to 9.00 P.M. " " " "		9.00 P.M. to 10.00 P.M. " " " "
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9.00 P.M. to 10.00 P.M. " " " "		10.00 P.M. to 11.00 P.M. " " " "
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3.00 P.M. to 4.00 P.M. " " " "		4.00 P.M. to 5.00 P.M. " " " "
4.00 P.M. to 5.00 P.M. " " " "		5.00 P.M. to 6.00 P.M. " " " "
5.00 P.M. to 6.00 P.M. " " " "		6.00 P.M. to 7.00 P.M. " " " "
6.00 P.M. to 7.00 P.M. " " " "		7.00 P.M. to 8.00 P.M. " " " "
7.00 P.M. to 8.00 P.M. " " " "		8.00 P.M. to 9.00 P.M. " " " "
8.00 P.M. to 9.00 P.M. " " " "		9.00 P.M. to 10.00 P.M. " " " "
9.00 P.M. to 10.00 P.M. " " " "		10.00 P.M. to 11.00 P.M. " " " "
10.00 P.M. to 11.00 P.M. " " " "		11.00 P.M. to 12.00 P.M. " " " "
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3.00 P.M. to 4.00 P.M. " " " "		4.00 P.M. to 5.00 P.M. " " " "
4.00 P.M. to 5.00 P.M. " " " "		5.00 P.M. to 6.00 P.M. " " " "
5.00 P.M. to 6.00 P.M. " " " "		6.00 P.M. to 7.00 P.M. " " " "
6.00 P.M. to 7.00 P.M. " " " "		7.00 P.M. to 8.00 P.M. " " " "
7.00 P.M. to 8.00 P.M. " " " "		8.00 P.M. to 9.00 P.M. " " " "
8.00 P.M. to 9.00 P.M. " " " "		9.00 P.M. to 10.



## Public Companies

## THE HONGKONG I.R.E. COMPANY LIMITED.

SHAREHOLDERS are reminded that an Extraordinary General Meeting of the Company will be held at the Offices of Messrs. Jardine Matheson & Co. Limited, No. 16 Pedder Street, on Wednesday the 3rd day of June 1914 at noon, in accordance with the notice which has already been sent to shareholders, and they are further reminded that it is proposed, in view of the 3rd June next being a Public Holiday, to adjourn such meeting to the same time and place on the following day when the business of the meeting will be proceeded with.

JARDINE, MATHESON & CO., LTD.  
General Managers

## Notices

## Dr. C. L. CHOW.



DENTAL Surgeon  
No. 53, Queen's Road  
Central, Hongkong.

## MAN LOONG.

FIRST-CLASS PRESERVES, OLIOES  
AND SOY MANUFACTURERS.  
Factory at Yau Ma Tei

OFFICE: No. 36, Des Voeux Road, W.  
Telephone No. 177 & K. 12.  
We are the leading Manufacturers in this class of Goods. Our Fruit & Glazes are all fresh and of the first pick. Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

## EUROPEAN AGENCY.

WHOLESALE buying agencies undertaken for all British and Continental goods, including—  
Books and Stationery,  
Boots, Shoes and Leather,  
Chemicals and Druggists' Sundries  
China Earthenware and Glassware,  
Cycles, Motor Cars and Accessories,  
Drapery Millinery and Piece Goods,  
Fancy Goods and Perfumery,  
Hardware, Machinery and Metals,  
Jewellery, Plate and Watches,  
Photographic & Optical Goods,  
Provisions and Oilmen's Stores,  
etc., etc.

Commission 2 1/2% to 5%.  
Trade Discounts allowed.  
Special Quotations on Demand.  
Sample Cases from £10 upwards.  
Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS  
(Established 1810)  
25, ARCHBURN LANE LONDON E.C.  
Cable Address: "Annuaire" London.

## WING KEE &amp; CO.

47-49, Connaught Rd.  
SHIP CHANDLERS  
PROVISION & COAL  
MERCHANTS  
Hongkong, 3rd October, 1913.

## Notices

## RADIUM THERAPY

We can Supply  
RADIUM BROMIDE  
for the treatment of Cancer and Skin Diseases such as Lupus Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by this Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co. Ltd.  
Representing:  
WERNER RUDENBERG & Co.  
(Shanghai)  
(RADIUM - HEIL-GESELLSCHAFT, m.b.H., Berlin).

## RADIUM EMANATION THERAPY

WE herewith beg to inform the Public that we have made arrangements with

Messrs. A. S. WATSON & Co., Ltd.,

and

Messrs. THE MEDICAL HALL

to supply our

SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM - HEIL-GESELLSCHAFT m.b.H. of BERLIN, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & Co.,

Shanghai.

Sole Agents for Hongkong and China for the

RADIUM-HEIL-GESELLSCHAFT, m.b.H., Berlin.

## LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

## SILIMPON COAL.

**BUNKERS**  
can be supplied at cheap Rates at  
**SANDAKAN & SEBATTIK**  
(British North Borneo).  
At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

## POST OFFICE.

## Notice.

Certain alterations are being made in the Boxholders Hall on the North side of the General Post Office. While these alterations are in progress the door giving access to the Boxholders Boxes will be closed every night at 6 p.m. and opened on the following morning at 7 a.m.

Monday the 1st and Wednesday the 3rd June being Public Holidays the Post Office will be open from 8 to 9 a.m. in the event of the arrival of the English Mail from Europe on Wednesday the 3rd June, the Post Office will be open one hour for the delivery thereof.

There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes each day.

The Money Order Office will be entirely closed on both days.

The E. of Asia with the Canadian and American Mails, ex Tenyo Maru is scheduled to arrive here on Tuesday, the 2nd June.

The Devanah with the American Mail ex Nile is due to arrive here on Friday the 5th June.

## MAILS DUE.

Canadian & American, E. of Asia, 2nd June.  
Nippon, Devanah, 5th June.

## MAILS VIA SIBERIA.

Left London May 9 Due Shanghai May 25.

## MAILS CLOSE TO-DAY

Shanghai & N. China—Per ALTAR, 30th inst., 4 p.m.  
Shanghai, North China & Japan via Yokohama—Per E. F. FERDINAND, 30th inst., 5 p.m.  
Tientsin, Newchwang & Dairen—Per EIGER, 30th inst., 5 p.m.  
Port Bayu—Per K. O. WAN, 30th inst., 5 p.m.  
Hollow—Per TRIUMPH, 30th inst., 5 p.m.  
Swatow, Shanghai & North China—Per TJIMANOCK, 30th May 5 p.m.

## TO-MORROW.

Swatow, Amoy, Formosa via Tamsui—Per DAIGI MARU, 31st inst., 9 a.m.  
Swatow—Per HAIMUN 31st May, 9 a.m.  
Swatow—Per WONGKOL, 31st inst., 9 a.m.  
Shanghai & North China—Per AFRICA, 31st inst., 9 a.m.  
Shanghai & N. China—Per CHENAN, 31st inst., 9 a.m.  
Swatow—Per WONGKOL, 31st May, 9 a.m.  
Shanghai, North China, Japan via Kobe—Per SEGERIA, 31st inst., 9 a.m.

## MONDAY, 1st June.

Straits, Ceylon, India via Bombay—Per NIPPON, 1st June, 4 p.m.

## TUESDAY, 2nd June.

Hoihow, Haiphong & Pakhoi—Per C. DIEDERICHSEN, 2nd June, 9 a.m.  
Swatow, Amoy and Foochow—Per HAI-ADON, 2nd June, 9 a.m.  
Straits, Ceylon, Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes before the first clearance will be included in this contract mail—Per MAGELLAN, 2nd June, 11 a.m.

Straits, India via Calcutta—Per FOCK-SANG, 2nd June, 1 p.m.

Straits & India via Calcutta—Per C. AFAR, 2nd June, 3 p.m.

Japan via Yokohama—Per TOKUSHIMA MARU, 2nd June, 4 p.m.

Formosa via Keelung, Shanghai, North China and Japan via Yokohama—Per SADO MARU, 2nd June, 3 p.m.

Philippine Is.—Per TAMING, 2nd June, 3 p.m.

Philippine Is.—Per RUBI, 2nd June, 3 p.m.

Shanghai & North China—Per LIANG-CHOW, 2nd June, 3 p.m.

Japan via Nagasaki—Per TANGO M., 2nd June, 4 p.m.

Shanghai & North China—Per WING-SANG, 2nd June, 5 p.m.

## WEDNESDAY, 3rd June.

Straits & Colombo—Per ATSUTA M., 3rd June, 9 a.m.

Haiphong & Pakhoi—Per SUNG-KIANG, 3rd June, 9 p.m.

Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin—Per CHANG-SHA, 3rd June, 9 a.m.

Japan via Kobe—Per KITANO, MARU, 3rd June, 10 a.m.

Swatow—Per HAIMUN 3rd June, 10 a.m.

## THURSDAY, 4th June.

Shanghai & N. China—Per LUOWH, 4th June, 3 p.m.

Shanghai & North China—Per OHYO-SANG, 4th June, 5 p.m.

## FRIDAY, 5th June.

Swatow, Wel-hai-wei, Chefoo & Tientsin—Per KUEICHOV, 5th June, 9 a.m.

Swatow, Amoy and Foochow—Per HAI-CHING, 5th June, 10 a.m.

Sandakan—Per KINSANG, 5th June, 11 a.m.

## SATURDAY, 6th June.

Formosa via Keelung, Shanghai, North China, Japan via Yokohama—Per KANAKURA, 6th June, 11 a.m.

United States, S. America via San Francisco (Europe via Siberia)—Per MAN-CHURIA, 10th inst., 11 a.m.

Philippine Is.—Per LOONGHANG, 6th June, 1 p.m.

Shanghai and North China (Europe via Siberia)—Per YINGHONG, 6th June, 5 p.m.

To make connection with the Temu Train leaving Shanghai on Thursday the 11th June, at 6 a.m.

## SHIPPING NEWS.

## ARRIVED.

Achilles, Br. ss. 4,483, R. C. Thompson, 30th May—Shanghai, 27th May, Gen.—B. & S.

C. Diederichsen, Ger. ss. 774, H. Frandsen, Holbow, 29th May, Gen.—J. & Co.

E. F. Ferdinand, Aus. ss. 3,906, P. A. Dora, 29th May, Gen.—Singapore, 24th May, Gen.—A. L.

Khyber, Br. ss. 5,659, H. E. Kitcat, 30th May—London, 22nd London, Gen.—P. & O. S. N. Co.

Kaljo Maru, Jap. ss. 1,292, Y. Kanamoto, 30th May—Fochow, 29th May, Gen.—O. S. K.

Liangchow, Br. ss. 1,220, Benson, 29th May—Shanghai, 24th May, Gen.—B. & S.

Murex, Br. ss. 3,953, Smart, 30th May—Falkland, 21st May, Bulk oil—A. P. & Co.

Nippon, Aus. ss. 4,015, M. Franovich, 30th May—Shanghai, 27th May, Gen.—S. W. & Co.

Prometheus, Norw. ss. H. Jensen, 29th Bangkok, 22nd May, Rice—T. & Co.

Segovia, Ger. ss. 4,915, Lenzel, 30th inst.—Singapore, 24th May, Gen.—H. A. L.

Setna, Norw. ss. 865, D. Hoobrender, 29th May—Bangkok, 22nd May, Rice—Chinsea.

Tjimanock, Dut. ss. 9,901, La Rooy, 29th May—Batavia, 29th May, Gen.—J. C. J. L.

## DEPARTED.

May 30.

Laiyang for Calcutta via Singapore

Shabon for San Francisco

Sabine Rickmers for Canton

Kawachi Maru for Yokohama via S'hai

Empire for Melbourne via Manila

Wuhu for Canton

Ceylon Maru for Calcutta via Singapore

Kueichow for Canton

Haitan for Foochow via Swatow

Lutzow for Hamburg via Singapore

Altair for Yokohama via Shanghai

Den of Agil for Yokohama via Shanghai

## PASSENGERS ARRIVED.

Per ss. Khyber from London—G. Arch-

duon, J. G. H. Lee, Mr. & Mrs. Middleton.

Per ss. E. F. H. Lee, Mr. & Mrs. Middleton.

Per ss. Liangchow from Shanghai—

Mr. H. H. H. Lee, Mr. & Mrs. Middleton.

## SHIPS PASSED THE CANAL.

London, 22nd May.

Arrivals from China:—Moravia, Koor-

ber, Laomedon, Baron Jedburgh.

The following vessels have passed the

Canal:—Chili, Hyson, Iyo Maru, Kasem-

ba, Kashiwa Maru, Peking.

Arrivals from China:—Brilliant.

The following vessels have passed the

Canal:—Alcega, Alcega, Merionthshire,

Perkins, Polyphemus.

## LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The H. A. L. ss. FURST BULOW left

Shanghai on the 29th inst. p.m. and may

be expected here on or about the 1st

June, p.m.

The P. M. ss. NILE will sail from

Yokohama on the 29th May, for Hong-

kong via Japan ports and Manila. The

United States mail has been transferred

to the P. & O. C. Line and will arrive at

Hongkong by the ss. DEVANAH on the

5th June.

The ss. TAKADA sailed from Calcutta

on Yesterday and may be expected here

on or about the 14th June.

The N. Y. C. ss. ATSUJITA MARU

(European Line) left Shanghai for this

port on the 25th May, and is expected

here on the 1st June.

The N. Y. C. ss. KUMANO MARU

(Australian Line) left Kobe for this

port via Nagasaki on the 23rd May, and is

expected here on the 2nd June.

The N. Y. C. ss. TOKUSHIMA MARU

(European Line) left Singapore for this

port on the 27th May, and is expected

here on the 2nd June.

Oysters, Fresh, Fried or Stewed

Findon, Haddock, Kippers & Co.

ALEXANDRA CAFE.

## WEATHER REPORT.

## On the 29th at 12.35—Pressure is

increasing slightly along the coast from

Wai Hui Wei to Cape St. James. It has

decreased slightly over Luzon and For-

mosa and considerably over S. Japan,

which is now covered by a depression.

The depression to the east of Luzon

appears to be travelling northward.

Hongkong Rainfall for the 24 hours

ending at 10 a.m. to-day, 0.00 inches.

## FORECAST FOR THE 24 HOURS

ENDING AT NOON TO-MORROW.

District. Forecast.

Hongkong and Neighbour- Light or

hood. variable

winds;

thunder

showers.

2 Formosa Channel. Variable

winds,

moderate.

3 South coast of China be- The same

tween H.K. and Lamook. as No. 1.

4 South coast of China be- E. winds,

tween H.K. and Hainan. moderate.

China Coast Meteorological Register.

29th May, a.m.

Station. Hour. Barometer. Temperature. Humidity. Wind. Weather.

Wootock 7a 30.16 80 2

Nemuro 6a 30.09 80 1

Hakodate 30.08 80 1

Tokio 30.08 80 1

Kochi 29.88 80 2

Nagasaki 29.78 80 2

Kagasaki 29.78 80 2

Osaka 29.78 80 2

Naha 29.78 80 2

Ishijima 29.78 80 2

Bonin Is. 29.78 80 2

Chefoo 29.78 80 2

Waihaiwei 29.78 80 2

Hankow 29.78 80 2

Ichang 29.78 80 2

Kueichow 29.78 80 2

Shanghai 29.78 80 2

Shanghai 29.78 80 2

Shanghai 29.78 80 2

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